

Questions to the Mayor

13 September, 2018

ANSWERED QUESTIONS PAPER

Subject: MQT on 13 September, 2018
Report of: Executive Director of Secretariat

Earls Court Masterplan (1)

Question No: 2018/2073

[Caroline Pidgeon](#)

Please set out your actions in relation to the Earls Court Masterplan since the pre-election statement that was issued from a spokesperson acting on your behalf (reported by Dave Hill, then of the Guardian on 10th March 2016) that "Sadiq will review the Earls Court Masterplan as he has serious reservations about the overall direction the scheme is taking."

Answer for Earls Court Masterplan (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Earls Court Masterplan (1)

[The Mayor](#)

Last updated: 25 September, 2018

Capco has recently commenced joint preliminary pre-application discussions with my planning officers and Council planning officers in relation to a revised masterplan for the Earls Court site. The GLA will have an opportunity to further review the revised masterplan if and when the application is submitted and referred in due course

Earls Court Masterplan (2)

Question No: 2018/2074

[Caroline Pidgeon](#)

When do you expect a new Earls Court Masterplan to be published?

Answer for Earls Court Masterplan (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Earls Court Masterplan (2)

[The Mayor](#)

Last updated: 25 September, 2018

Capco has recently commenced joint preliminary pre-application discussions with my planning officers and Council planning officers in relation to a revised masterplan for the Earls Court site. The GLA will have an opportunity to further review the revised masterplan if and when the application is submitted and referred in due course.

RV1 bus service

Question No: 2018/2075

[Caroline Pidgeon](#)

In answer to Question 2018/0319 back in February 2018 you stated: "My Deputy Mayor for Transport has committed to reviewing this route in six-months time to ensure the revised timetable provides sufficient capacity." Please provide a full update as to how this commitment will be fully met.

Answer for RV1 bus service

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for RV1 bus service

[The Mayor](#)

Last updated: 01 October, 2018

Transport for London (TfL) has been closely monitoring usage on the RV1 over the last six months. The route has been reviewed in detail alongside other relevant nearby routes. TfL has published the results of the review, which can be found here:

https://consultations.tfl.gov.uk//buses/central-london/supporting_documents/routerv1reviewofusageandserviceplanning.pdf

The report shows that usage has continued to drop and that customer demand is now so low that the cost of operating the route is not sustainable. It also suggests alternative routes providing sufficient capacity for RV1 passengers.

TfL has recently launched a consultation on changes to the central London bus network, including a proposal to no longer run the RV1 route. These proposals will enable London's bus network to grow in outer London, while adapting underused and inefficient services in central London that contribute to congestion and the damaging effects of air pollution.

Metropolitan police bonuses**Question No: 2018/2076**[Caroline Pidgeon](#)

I understand that a bonus is being provided to Metropolitan police officers to train as detectives. Please provide details as to the value of this bonus and how much to date has been spent in awarding these bonuses.

Answer for Metropolitan police bonuses[The Mayor](#)

Last updated: 18 September, 2018

In recognition of the fact that detective roles have continued to be hard to fill and the need for further investigative skills in the police. The MPS has decided to pay a Hard to Fill Allowance (HTFA) of up to £4,000, payable to eligible Police Constables who have entered the Trainee Detective Constable (TDC) pathway.

The HTFA will apply when:

Stage 1 - The officer had passed the National Investigators Exam (NIE) and been posted as a TDC. Allowance = £1,000.

Stage 2 - When the individual is signed off as a detective constable. Allowance = £3,000.

The first payment will be paid in October 2018.

|

Policing the American Presidential visit**Question No: 2018/2077**[Caroline Pidgeon](#)

How many dedicated Metropolitan police officers working in child protection were temporarily taken off their work in order to police the recent President Trump visit to London and the UK?

Answer for Policing the American Presidential visit[The Mayor](#)

Last updated: 18 September, 2018

No MPS officers working in Child Abuse Investigation Teams were taken for 'aid' to assist with the visit of President Trump to London and the UK.

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BCU mergers and child protection**Question No: 2018/2078**[Caroline Pidgeon](#)

Can you confirm, in relation to the roll-out of Basic Command Units, whether the merging of child protection functions has been delayed and as a result will not be merged until next year? Please provide an update as to when all child protection functions will be fully merged in Basic Command Units?

Answer for BCU mergers and child protection[The Mayor](#)

Last updated: 18 September, 2018

The MPS has confirmed that the transfer of resources from the Child Abuse and Sexual Offences (CASO) command to the Basic Command Units (BCUs) will take place in February 2019, in line with the final tranche of BCUs. The change of date will enable the MPS to maintain a quality service to victims of crime and the public and provide support to officers and staff. The benefit is that CASO officers and staff will move when all 12 BCUs are live across London and allows more time for CASO and the BCUs to prepare officers, staff and work with partners to deliver the new safeguarding arrangements.

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DBS checks**Question No: 2018/2079**[Caroline Pidgeon](#)

In response to Question 2018/1734 in July, you told me that “Metropolitan Police Service (MPS) performance on Disclosure & Barring Service (DBS) checks has improved immensely”. Can you confirm, as exposed by the Sunday Times on 19 August 2018, that in the last six months of 2016, senior Metropolitan police officers decided to temporarily relax the vetting system after being criticised for delays? If so, how many cases were closed under this relaxed system and how can you assure members of the public that performance has not just improved by undertaking incredibly alarming shortcuts?

Answer for DBS checks[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

DBS checks[The Mayor](#)

Last updated: 21 May, 2019

The Metropolitan Police Service (MPS) adheres to the legislatively compliant Home Office national standards. It also works in close conjunction with partner agencies including the Disclosure and Barring Service (DBS) and the National Police Chiefs Council (NPCC).

In June 2016, the MPS confirmed that there were over 81,000 outstanding cases with an average waiting time of 59 days. An MPS led Gold Group, with oversight from MOPAC, worked in close conjunction with the Home Office, DBS and the NPCC to address the outstanding cases and associated risks. Some of the MPS working practices on DBS checks were found to greatly exceed national practice and were therefore inefficient. With the agreement of the Gold Group these were brought in line with the national competencies. It is important that checks conducted are proportionate and timely to avoid the risks associated with extended backlogs.

About 5000 cases were closed based on MPS risk assessment. Subsequent dip sampling of these cases and review of the original assessment provided quality reassurance. Both actions were undertaken with the support of the Gold Group.

Operating under very strict guidelines, DBS assisted the MPS with two further initiatives. DBS undertook some checks on behalf of the MPS in relation to a particular case type. All cases owned by the MPS were processed. All cases that needed to be forwarded to other forces for review were. Cases not owned by the MPS were closed with DBS permission. DBS records show permission was given to the MPS to close about 7000 cases as part of this initiative. Again, as part of risk assurance, a number of those have been reviewed and found that no disclosure of locally held police information would have been made.

The second initiative involved DBS completing manual checks on relevant cases and advising the MPS which required processing, and which could be closed. DBS records show permission was given to the MPS to close about 11,000 cases. The MPS continues to deliver good performance on DBS requests.

Private rented sector

Question No: 2018/2080

[Caroline Pidgeon](#)

Did you respond to the Ministry for Housing, Communities and Local Government's consultation 'Overcoming the barriers to longer tenancies in the private rented sector'? If so, what were your comments?

Answer for Private rented sector

[The Mayor](#)

Last updated: 18 September, 2018

Yes. Please see <https://www.london.gov.uk/what-we-do/housing-and-land/housing-and-land-publications?order=DESC>

|

Safer Neighbourhood Boards (1)**Question No: 2018/2081**[Caroline Pidgeon](#)

Please list the dates of each Safer Neighbourhood Board's (a) last meeting and (b) public meeting.

Answer for Safer Neighbourhood Boards (1)[The Mayor](#)

Last updated: 18 September, 2018

Safer Neighbourhood Boards (SNBs) are expected to hold one public meeting/conference per year. Some SNBs choose to have all their meetings open to the public; others do not. All SNBs operate within a set of broad parameters with the dates and frequency of their meetings being set without reference to me or my Office for Policing and Crime.

As requested, the dates for the most recent meetings and those that were open to the public for each SNB are set out below. Where available, future meeting dates have also been included. Where no dates have been indicated they have yet to be confirmed by the Board.

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Safer Neighbourhood Boards (2)**Question No: 2018/2082**[Caroline Pidgeon](#)

Every year, each London Borough is allocated a ring-fenced sum of £5,200 from the Safer Neighbourhood Fund to support administration and management of the Safer Neighbourhood Boards. If a Board is not functioning, what happens to this money?

Answer for Safer Neighbourhood Boards (2)[The Mayor](#)

Last updated: 18 September, 2018

Each Safer Neighbourhood Board (SNB) is allocated funding to support local crime prevention and community engagement activities, which includes the ring-fenced sum of £5,200 to support the administration of the Board. Like any other engagement mechanism an SNB may sometimes go through a period of transition as its membership shifts and changes, which might lead to a period of inactivity, but not complete cessation of delivery. Rarely, an SNB may become entirely inactive and where this is the case the SNB funding is retained by MOPAC and may be used to support the reinvigoration of the SNB or to deliver other engagement activities.

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Safer Neighbourhood Boards (3)**Question No: 2018/2083**[Caroline Pidgeon](#)

Please detail how much funding has been allocated from the Safer Neighbourhood Board Fund to each London Borough, in (a) 2016/17 and (b) 2017/18.

Answer for Safer Neighbourhood Boards (3)[The Mayor](#)

Last updated: 18 September, 2018

Every year, through my Office for Policing and Crime, £1m is made available for Safer Neighbourhood Boards across London to deliver community engagement and crime prevention projects in their local areas. This funding has supported a range of activities from community crime summits, provision of youth engagement, to neighbourhood watch crime prevention materials and events. The amounts attached under Appendix 2018/2083 were allocated to the Safer Neighbourhood Boards in 2016/17 and 2017/18.

Business crime (1)**Question No: 2018/2084**[Caroline Pidgeon](#)

Do you have any plans to develop a Business Crime Strategy for London?

Answer for Business crime (1)[The Mayor](#)

Last updated: 18 September, 2018

Actions regarding business crime have been incorporated into the Police and Crime Plan 2017 - 2021. We have no plans to develop a separate Business Crime Strategy for London at this time.

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Business crime (2)**Question No: 2018/2085**[Caroline Pidgeon](#)

You've previously said that where a business is situated within a Business Improvement District there may be funding available for crime reduction measures. How much funding was made available for this in (a) 2016/17 and (b) 2017/18 for each Business Improvement District in London?

Answer for Business crime (2)[The Mayor](#)

Last updated: 18 September, 2018

I am convinced of the value of Business Improvement Districts (BIDs) and I am pleased that the number of BIDs in London has increased. Business Improvement Districts provide a wide range of services to their members and can use the levy they raise for improvement purposes, including crime reduction. It has not been our policy to fund BIDs, however we strongly support the Met and the National Business Crime Centre in their work with BIDs and Business Crime Reduction Partnerships to reduce business crime.

Business Crime Reduction Partnerships

Question No: 2018/2086

[Caroline Pidgeon](#)

How many Business Crime Reduction Partnerships are currently in operation in London?
How are you supporting these Partnerships?

Answer for Business Crime Reduction Partnerships

[The Mayor](#)

Last updated: 18 September, 2018

There are several autonomous BCRP's across London, as well as the Safer London Business Network which works both as an umbrella organisation and an administrator for several BCRP's including Lambeth, Southwark, Lewisham and the West End. We will continue to work with Network and promote the benefits of BCRP's in other parts of London.

|

'Out of hours' 999 calls (1)

Question No: 2018/2087

[Caroline Pidgeon](#)

Please provide the (a) average waiting times and (b) volume of calls for the Metropolitan Police's 999 telephone line between the hours of 9pm and 6am for the past two years, broken down per month.

Answer for 'Out of hours' 999 calls (1)

[The Mayor](#)

Last updated: 18 September, 2018

The MPS telephone system only keeps statistical data in the format requested for 364 days and the earliest information available is from 1st September 2017.

It is not possible to break down the attached statistics by time as hourly interval reporting is only available on the system for the preceding 3 months. Please see Appendix 2018/2087.

'Out of hours' 999 calls (2)**Question No: 2018/2088**[Caroline Pidgeon](#)

How many 999 calls to the Metropolitan Police between the hours of 9pm and 6am have been diverted to police control rooms outside of London since January 2018. Please break this down per month and list the names of the forces these calls were diverted to.

Answer for 'Out of hours' 999 calls (2)[The Mayor](#)

Last updated: 18 September, 2018

The responsibility for diverting 999 calls away from the MPS network rests solely with BT who manage the connection of 999 calls to the emergency services.

Enquiries with BT have been made and they say they have recently started to collect this data but is not force specific at this time.

The data for the last three months for calls transferred outside of the MPS to other forces during the hours of 2100hrs and 0600hrs are:

June: 1029

July: 1150

August: 641

|

Victims Reference Group (1)**Question No: 2018/2089**[Caroline Pidgeon](#)

Please list the names of all those who sit on the Victims Reference Group.

Answer for Victims Reference Group (1)[The Mayor](#)

Last updated: 18 September, 2018

The Victims' Reference Group was set up by the independent Victims' Commissioner for London to help inform policy and practice but operates independently of MOPAC and the Victims' Commissioner. It comprises victims and victim advocates and it would not be appropriate or meet requirements of the General Data Protection Requirements to make their names or any other details about them public.

The Victims commissioner would be happy to meet with you if you wish to discuss these matters further.

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Victims Reference Group (2)**Question No: 2018/2090**[Caroline Pidgeon](#)

What was the criteria used in establishing who would sit on the Victims Reference Group?

Answer for Victims Reference Group (2)[The Mayor](#)

Last updated: 18 September, 2018

The Victims' Reference Group was set up by the independent Victims' Commissioner for London to help inform policy and practice, but operates independently of MOPAC and the Victims' Commissioner, who provides the secretariat.

The membership of the Victims' Reference Group is under continual review to ensure that it reflects the wide and diverse interests of victims.

The Victims commissioner would be happy to meet with you if you wish to discuss these matters further.

|

Victims Reference Group (3)**Question No: 2018/2091**[Caroline Pidgeon](#)

How often does the Victims Reference Group meet and are minutes of these meetings made publicly available?

Answer for Victims Reference Group (3)[The Mayor](#)

Last updated: 18 September, 2018

The Victims' Reference Group meets every quarter with the intention to align the meetings with those of the Victims' Board, so that outcomes from the Victims' Reference Group can be considered by the Victims' Board and vice-versa. Minutes of the Victims Reference Group meetings are not currently published and, as it is independent of MOPAC and the Victims' Commissioner, the decision as to whether to publish lies with the Victims' Reference Group.

The Victims commissioner would be happy to meet with you if you wish to discuss these matters further.

|

Restorative Justice**Question No: 2018/2092**[Caroline Pidgeon](#)

Will you ensure that User Satisfaction Survey results on restorative justice are made publicly available on the MOPAC website?

Answer for Restorative Justice[The Mayor](#)

Last updated: 18 September, 2018

MOPAC has developed a Quarterly Performance Update Report in conjunction with the Metropolitan Police Service. The report will include information from both the User Satisfaction Survey and the Public Attitude Survey in relation to restorative justice from end of Q1 2018/19. The Q1 2018/19 report is due to be published in September 2018 and available on the MOPAC website.

|

Restore:London (1)**Question No: 2018/2093**[Caroline Pidgeon](#)

Will you consider extending the Restore:London Consortium contract so that restorative justice can be properly established in London?

Answer for Restore:London (1)[The Mayor](#)

Last updated: 18 September, 2018

A pan-London Restorative Justice service was established last year and is delivered via a Grant Agreement with the Restore:London Consortium which concludes in March 2019. In April 2019 the Mayor's new Integrated Victim and Witness Service (IVWS), which includes Restorative Justice, will commence. The IVWS will build on Restore:London's good work in raising awareness of Restorative Justice as a potential option available to all victims of crime in London.

|

Restore:London (2)**Question No: 2018/2094**[Caroline Pidgeon](#)

If you decide not to renew the Restore:London Consortium contract once it ends in March 2019, will you make sure that the public are made aware of future plans for restorative justice once they are in place?

Answer for Restore:London (2)

[The Mayor](#)

Last updated: 18 September, 2018

Extensive stakeholder engagement has taken place with regard to the Mayor's new Integrated Victim and Witness Service (IVWS), which will include Restorative Justice provision. I will ensure that all our stakeholders and the public are made fully aware of the new IVWS before its launch in April 2019. The IVWS will build on Restore:London's good work in raising awareness of Restorative Justice as a potential option available to all victims of crime in London.

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Restore:London (3)**Question No: 2018/2095**[Caroline Pidgeon](#)

What consideration have you given to extending the Restore:London restorative justice service to cases where the offender is under 18?

Answer for Restore:London (3)[The Mayor](#)

Last updated: 18 September, 2018

If an offender is under the age of 18, victims are entitled to be offered the opportunity to access Restorative Justice services by the local Youth Offending Team. The grant agreement for Restore:London to deliver the pan-London Restorative Justice concludes in March 2019. In April 2019 the Mayor's new Integrated Victim and Witness Service (IVWS), which includes Restorative Justice, will commence. On this basis there are no plans to adjust the terms of the pan-London Restorative Justice service at this late stage.

|

Rogue Landlord and Agent Checker**Question No: 2018/2096**[Caroline Pidgeon](#)

In July, a landlord who owns 30 properties in Waltham Forest was found guilty of creating false gas safety certificates and was fined for his offences. Given the seriousness of this act of fraud, do you not agree that such an offence should warrant inclusion on the public tier of your Rogue Landlord and Agent Checker?

Answer for Rogue Landlord and Agent Checker[The Mayor](#)

Last updated: 18 September, 2018

I completely agree that it should be on the Checker. Indeed, LB Waltham Forest have recently uploaded this case to the Checker database and it should appear on the public tier shortly, once the necessary processes have been completed.

|

Wimbledon police station closure (1)

Question No: 2018/2097

[Caroline Pidgeon](#)

In light of the High Court ruling that the closure of Wimbledon police station was unlawful, and further criticism of your entire consultation process, what actions will you be taking to address the shortcomings of the consultation and ensure that lessons have been learnt?

Answer for Wimbledon police station closure (1)

[The Mayor](#)

Last updated: 18 September, 2018

City Hall regularly carries out consultations on a wide variety of issues. Within MOPAC, recent examples include those which informed my Police and Crime Plan, the Knife Crime Strategy, and the Violence Against Women and Girls Strategy.

Over 4,000 people took the opportunity to give their views on the Public Access and Engagement Strategy, making this one of the largest consultations conducted by MOPAC, however, we accept the judge's remarks on the process and will consider the learnings from this when conducting future consultations.

|

Wimbledon police station closure (2)

Question No: 2018/2098

[Caroline Pidgeon](#)

What are the next steps and when can we expect MOPAC to make a decision in terms of reconsidering the closure of Wimbledon police station?

Answer for Wimbledon police station closure (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Wimbledon police station closure (2)

[The Mayor](#)

Last updated: 25 September, 2018

MOPAC are currently in the process of reviewing the consultation responses relevant to Merton borough, ensuring all the material points raised are collated. Once this has been

completed my Deputy Mayor for Policing and Crime will make a decision with due regard to all the points raised.

|

Safer Neighbourhood Teams

Question No: 2018/2099

[Caroline Pidgeon](#)

Please provide a breakdown of the number of all Safer Neighbourhood Police Officers and Police Community Support Officers (PCSOs) for each Borough and ward.

Answer for Safer Neighbourhood Teams

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Safer Neighbourhood Teams

[The Mayor](#)

Last updated: 03 June, 2019

This question has been answered in a recent letter, sent to your office on 13th May 2019.

Police Community Support Officers (PCSOs)

Question No: 2018/2100

[Caroline Pidgeon](#)

Please provide details of how many PCSO posts are currently vacant, and in which wards. Please also provide the reason for the vacancy and how long the post has been vacant for.

Answer for Police Community Support Officers (PCSOs)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Police Community Support Officers (PCSOs)

[The Mayor](#)

Last updated: 03 June, 2019

This question has been answered in a recent letter, sent to your office on 13th May 2019.

Screening out crime**Question No: 2018/2101**[Caroline Pidgeon](#)

Please provide a breakdown of how many crimes, per month and per crime type, have been screened out in the last 12 months.

Answer for Screening out crime[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Screening out crime[The Mayor](#)

Last updated: 01 October, 2018

Please see attached the requested data regarding the volume of crimes that have been screened out, by month and by major and minor crime type.

It should be noted that this is the current screening decision and that this can change several times during an investigation.

Each crime recorded by police undergoes a primary investigation as per the MPS standard operating procedures.

Metropolitan Police response times**Question No: 2018/2102**[Caroline Pidgeon](#)

Please provide the average Metropolitan Police response times for (i) 999 calls needing "immediate" emergency assistance and (ii) 999 calls classed as being of "significant" urgency since January 2018. Please provide a breakdown per month, and per borough.

Answer for Metropolitan Police response times[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Metropolitan Police response times[The Mayor](#)

Last updated: 25 September, 2018

Appendix 2018/2102 Table 1, details the average response time per month for each borough across the MPS between January 2018 to the end of June 2018 for calls received via the 999 system and where the police response was '1' grade. '1' grade call is the MPS's highest priority call, which requires a police response within 15mins from the time of receiving the call to a unit arriving to the incident. times are shown in minutes: seconds. 2018/2102 Table 2, details the average response time per month for each borough

across the MPS between January 2018 to the end of June 2018 for 999 calls received and where the police response was 'S' grade. 'S' grade call is the MPS's second highest priority call, which requires a police response within one hour from the time of receiving the call to a unit arriving to the incident. note, all times are shown in minutes: seconds.

|

MERLIN ACN (Adult Come to Notice) reports

Question No: 2018/2103

[Caroline Pidgeon](#)

How does the Metropolitan Police promote multi-agency working to ensure that where a MERLIN ACN (Adult Come to Notice) report is generated, but those involved now live outside London, the information is still acted upon by local councils and their children's services?

Answer for MERLIN ACN (Adult Come to Notice) reports

[The Mayor](#)

Last updated: 18 September, 2018

When a Merlin Adult Come to Notice (ACN) report is generated, the system automatically conducts several checks in relation to addresses included to determine the relevant Public Protection Desk team.

When the system cannot validate a London address, a notification is raised. The Metropolitan Police Service (MPS) will forward to relevant country force area who will in turn link in with their counterparts in the relevant local authority.

|

CCTV on public transport

Question No: 2018/2104

[Caroline Pidgeon](#)

Will you encourage Transport for London, and all public transport operators across London, to increase their retention time limits for CCTV evidence to 30 days, to better enable victims of crime to secure justice?

Answer for CCTV on public transport

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for CCTV on public transport

[The Mayor](#)

Last updated: 01 October, 2018

Everyone has the right to travel without fear of abuse or intimidation, and Transport for London (TfL) will continue to encourage anyone who has been the victim of crime to contact the police immediately. Provided crimes are reported promptly, there are established and effective processes in place to ensure CCTV footage is stored for as long as required to help victims secure justice. These processes have been developed in discussion with the Metropolitan Police Service.

At present there are 9,000 buses in the fleet, with at least 12 camera positions on board a standard double deck bus. It is therefore not currently possible to retain this large volume of raw data for 30 days, particularly on older vehicles and systems. However, CCTV technology continues to improve, and I have asked TfL to look for opportunities to lengthen current retention periods, in accordance with data protection legislation and the Surveillance Camera Code of Practice.

There is also an extensive network of CCTV cameras operating across the bus and tube network, alongside more than 3000 police and Police Community Support Officers dedicated to keeping customers safe. This helps the transport network to remain a relatively low-crime environment.

Strip searches by the police

Question No: 2018/2105

[Caroline Pidgeon](#)

Will you consider running a trial collecting data on the effectiveness of strip searches i.e. how many of these result in the discovery of drugs, weapons or other contraband?

Answer for Strip searches by the police

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Strip searches by the police

[The Mayor](#)

Last updated: 25 September, 2018

Effective oversight and transparency on the use of police powers to stop and search members of the public is incredibly important for public trust and confidence.

Data on more thorough searches where intimate parts are exposed (MTIP), as 'strip searches' are referred to within police regulations, is analysed and made available to any member of the public through the police stop and search dashboard.

The data, which indicates that there were 126 MTIPs in July 2018 (compared to 9,690 stop and searches in total) and a 39% positive outcome rate, can be found by following this link - <https://www.met.police.uk/sd/stats-and-data/met/stop-and-search-dashboard/>

|

Tree planting by Transport for London (1)**Question No: 2018/2106**[Caroline Pidgeon](#)

Further to your answer to Question 2018/1299 where it was stated that Transport for London no longer has a dedicated budget for tree planting, please clarify how you intend to meet proposal 43 of your Transport Strategy of ensuring that street tree numbers on the Transport for London Road Network increase by 1 per cent every year between 2016 and 2025.

Answer for Tree planting by Transport for London (1)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Tree planting by Transport for London (1)[The Mayor](#)

Last updated: 01 October, 2018

The dedicated tree planting budget referred to in Question 2018/1299 relates to the renewals budget used for the replacement of those street trees which have been removed for safety reasons.

The planting of new trees as part of improvement schemes delivers the substantial proportion of the increase in trees stated in Proposal 43 of my Transport Strategy.

Transport for London's (TfL's) budget for tree renewals is linked to the pause in proactive road renewals for 2018/19 and 2019/20. However, TfL recognises that it is important to maintain tree renewals to achieve this target. It is investigating a number of options to continue with as many tree renewals as possible during this time, and will monitor the impact this has on the tree stock.

Tree planting by Transport for London (2)**Question No: 2018/2107**[Caroline Pidgeon](#)

Please state by how much the number of street trees increased along the Transport for London Road Network in the years (a) 2016 - 2017, and (b) 2017 - 2018.

Answer for Tree planting by Transport for London (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Tree planting by Transport for London (2)[The Mayor](#)

Last updated: 01 November, 2018

Transport for London (TfL) has an extensive tree-planting programme. Over the last five years it has planted 4,753 trees and removed 2,977 – a net gain of 1,776 trees.

Street trees sometimes need to be removed. The primary reasons for this are natural causes (such as death, disease, decay) and highway safety. Some trees are also removed as a result of schemes or developments.

In 2016/17, Transport for London (TfL) removed 757 street trees and planted 1,173 street trees – representing a net gain of 416 trees.

In 2017/18 TfL removed 632 street trees and planted 339 street trees, representing a net reduction of 293. TfL undertook a major restructure of its assets teams in 2017/18, which has created a more efficient and effective operation. Owing to the amount of change, TfL prioritised safety-critical work and did not undertake as much planting as normal.

Overall, this represents a net gain of 123 trees from 2016/17 to 2017/18. These figures, however, do not account for new trees planted as part of improvement projects, which, as explained in my response to Mayor's Question 2018/2106, account for a significant proportion of new trees planted by TfL. TfL is putting in place processes to capture this information.

Hammersmith Bridge (1)**Question No: 2018/2108**[Caroline Pidgeon](#)

In answer to Question 2018/0626 you stated: "Based on the latest information that Transport for London (TfL) has received from the borough, it is anticipated that main construction will start on site in autumn 2019". Yet until recently Hammersmith & Fulham Council stated on their website that strengthening work on the bridge will commence in the second half of 2018. Will you now ensure that local residents and users of the bridge, including many bus passengers, are finally provided with accurate information as to the steps that are being taken to fully repair and strengthen this bridge and the timescale?

Answer for Hammersmith Bridge (1)[The Mayor](#)

Last updated: 18 September, 2018

Transport for London (TfL) continues to fully support the London Borough of Hammersmith and Fulham who own and manage this bridge on this complex project. The borough and TfL will receive the final options report in the next month, after which a delivery programme and key milestones will be available based on the preferred solution. Once approved, the key dates will be communicated to stakeholders, including local residents, users of the bridge and bus passengers.

TfL is working with the borough to ensure residents and bus users are notified of any works, as it did for the recent four-day closure of the bridge (20-23 August) for urgent repairs.

|

Hammersmith Bridge (2)

Question No: 2018/2109

[Caroline Pidgeon](#)

In answer to Question 2017/4907 you stated that as of December 2017 Transport for London's cost of supervising bus movements over Hammersmith Bridge to ensure the public remains safe and weight restrictions are adhered to has been £284,000. Please provide an update as to the current cost to date faced by Transport for London in providing wardens supervising weight restrictions on this bridge?

Answer for Hammersmith Bridge (2)

[The Mayor](#)

Last updated: 18 September, 2018

As you state, wardens at Hammersmith Bridge ensure the public remains safe and that weight restrictions are adhered to. Up until August 2018, the cost of providing them has been approximately £546,000.

|

Hammersmith Bridge (3)

Question No: 2018/2110

[Caroline Pidgeon](#)

Will any decision by Transport for London to fund the repair and strengthening of Hammersmith Bridge first go before a Transport for London Board meeting?

Answer for Hammersmith Bridge (3)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Hammersmith Bridge (3)

[The Mayor](#)

Last updated: 25 September, 2018

On receipt of the final option report from Hammersmith & Fulham Council, the joint project board, with representatives from the borough and Transport for London (TfL), will decide on a preferred solution. The preferred option will then be taken forward to the relevant TfL and borough boards for further review and approval.

|
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Boxing day services on the London Overground

Question No: 2018/2111

[Caroline Pidgeon](#)

Transport for London is already publicising that the London Overground will be closed between Romford to Upminster from the 23 to 28 December this year. Further to the lack of any information provided in your answer to Question 2018/1711, can you please provide an update as to what, if any, services will be provided on Boxing Day on the London Overground this year.

Answer for Boxing day services on the London Overground

[The Mayor](#)

Last updated: 18 September, 2018

Further to my last answer, Transport for London is finalising its discussions regarding a Boxing Day service on the Overground. It expects to make a decision later this month.

|

Pedestrianisation of Parliament Square

Question No: 2018/2112

[Caroline Pidgeon](#)

You have long advocated pedestrianising Parliament Square. Please state what steps you have taken to ensure this happens?

Answer for Pedestrianisation of Parliament Square

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Pedestrianisation of Parliament Square

[The Mayor](#)

Last updated: 01 October, 2018

It is critical that we maintain safety and security at this busy, iconic location, while ensuring that it remains accessible to everyone visiting the area, participating in our democracy, or moving around this part of London.

Following the tragic Westminster Bridge terrorist attack in 2017, more measures were put in place to increase protection. Since then a working group, led by my office, Westminster City Council and Parliament, was set up to look at permanent measures to make Parliament Square a safer and better space for all. Unfortunately, recent events have, again, demonstrated why we need to consider what other changes may be necessary.

Through the Parliament Square Streetscape Project, we are investing in the development of a detailed feasibility study, which will be resourced jointly by the Mayor's Office, Parliament, Westminster City Council and the Home Office. The Metropolitan Police and Government security advisors will also support the feasibility study with expert and technical insight.

We are committed to assessing options to improve public safety and security and to deliver healthier streets by improving air quality and pedestrian comfort levels. This study includes assessing the possibility of partially closing the square to general traffic.

The feasibility study is due to report by autumn 2019, and we look forward to sharing plans with Londoners as soon as we can.

I have also written a joint letter with Cllr Nickie Aiken (Leader of Westminster council) and Sir Lindsay Hoyle MP (Deputy Speaker of the Commons) about our commitment to this. You can read a full copy of the letter here:

<https://www.standard.co.uk/comment/letters/the-reader-security-and-safety-at-parliament-square-must-be-a-priority-a3929041.html>

Highbury Corner

Question No: 2018/2113

[Caroline Pidgeon](#)

It has been reported by the Islington Gazette newspaper that contractors for Transport for London (TfL) laid the wrong paving at Highbury Corner. Please state the cost of initially installing the paving and the cost for the replacement the paving. Please also state what steps have been undertaken to investigate why such a serious mistake occurred in a contract set by TfL and confirm that the contractor rather than TfL will be picking up this bill.

Answer for Highbury Corner

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Highbury Corner

[The Mayor](#)

Last updated: 01 October, 2018

The works to replace the paving to the station forecourt were part of the larger project to replace the bridge carrying the A1 Holloway Road over the North and East London railway lines. This has been a very complex civil engineering project that has successfully replaced a 100 year old bridge.

There were some issues with the way the paving outside the station was laid. This was investigated, and Transport for London (TfL) has agreed a way forward with its contractor, which places no additional cost on TfL.

Works to rectify the area have now started as part of the new scheme underway to transform Highbury Corner roundabout and improve safety for cyclists, pedestrians and other road users.

Bus trips in London**Question No: 2018/2114**[Caroline Pidgeon](#)

Transport for London claims in a recent document 'Future plans for the bus network' that it wishes to see the number of daily bus trips growing from 3.4 million to more than 5 million by 2041. Will you set out any interim targets relating to this objective, including what you expect the number of bus trips in London will be by 2020?

Answer for Bus trips in London[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bus trips in London[The Mayor](#)

Last updated: 24 October, 2018

My Transport Strategy established the overarching objective of increasing the proportion of journeys undertaken by public transport, walking and cycling to 80 per cent of all journeys by 2041. Increasing the use of the bus is a key part of achieving this goal. Transport for London's forthcoming Business Plan published later this year will set out a trajectory for modal change in London and my expectations of bus demand over the next few years.

Bus Safety Incident Time-Series Data in TfL's Quarterly Health & Safety Report**Question No: 2018/2115**[Caroline Pidgeon](#)

Further to your response to Question 2018/1722, can you confirm that bus safety data information will regularly appear in all future Quarterly health and safety reports?

Answer for Bus Safety Incident Time-Series Data in TfL's Quarterly Health & Safety Report[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bus Safety Incident Time-Series Data in TfL's Quarterly Health & Safety Report[The Mayor](#)

Last updated: 25 September, 2018

Yes. This information will be included in future reports in the same format as in the document linked to in my response to Mayor's Question 2018/1722.

|

Memorialising Crossrail Deaths and Vision Zero**Question No: 2018/2116**[Caroline Pidgeon](#)

Further to your reply to Question 2018/1301, please provide an update as to when a plaque will be installed at Fisher Street Headhouse to commemorate Renè Tkáčk who tragically died while working on the project in 2014. Please also state whether there are any plans relating to memorialising the three cyclists and one pedestrian killed by Crossrail Contractors' lorries between 14 November 2010 and 10 February 2016?

Answer for Memorialising Crossrail Deaths and Vision Zero[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Memorialising Crossrail Deaths and Vision Zero[The Mayor](#)

Last updated: 01 October, 2018

A date to unveil the plaque for Renè Tkáčk has not yet been confirmed. I have asked Transport for London to let you know once it has been agreed.

It is vital that we learn from the tragic deaths of Maria Karsa, Brian Holt, Ted Wood, Claire Hitier-Abadie and all those who have tragically died on our roads. In doing so we can reduce road danger and work towards my goal of eliminating deaths and serious injuries from London's streets.

Cash Payment to Transport for London's former Managing Director for Surface Transport for "Loss of Office"

Question No: 2018/2117

[Caroline Pidgeon](#)

An Evening Standard report on the 31 May 2018 referred to £444,598 "compensation for loss of office" paid to Transport for London's outgoing Managing Director for Surface Transport, yet a TfL statement that appears on TfL's website of 8 September 2017 states that he "had intended to retire in 2015 but agreed to stay on after my appointment as Commissioner." If the former Managing Director for Surface Transport intended to retire, how do you justify this massive payment?

Answer for Cash Payment to Transport for London's former Managing Director for Surface Transport for "Loss of Office"

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Cash Payment to Transport for London's former Managing Director for Surface Transport for "Loss of Office"

[The Mayor](#)

Last updated: 25 September, 2018

TfL's former Managing Director for Surface Transport for surface transport employment was terminated by reason of redundancy as a result of restructuring within Surface Transport. He had not retired and was entitled to 12 months' notice under the terms of his contract entered into when he joined Transport for London (TfL) in 2011. His redundancy compensation was calculated under TfL's severance rules and consisted of 12 month's salary in lieu of notice, a one-off severance payment and untaken leave.

The restructure of TfL that followed the departure of Leon Daniels saw three senior posts merged into one position. This will contribute towards overall staff savings of £111m a year by 2021/22 as part of TfL's organisational review.

TfL is undertaking the biggest overhaul of the organisation in its history. As part of this, it has reduced duplication, cut management layers and merged roles and functions, which has led to a further 11 per cent reduction in the number of people earning salaries over £100,000.

TfL have taken huge strides in cutting their year-on-year operating costs, but I want to ensure that future contractual arrangements for senior staff are in the best interests of Londoners. That is why I have already commissioned a review into notice periods and

severance arrangements for senior staff to make sure they are in the best interests of taxpayers and fare payers.

Applying “Board Composition Requirements” found in the Conditions of the 26 June Uber Decision to TfL Surface Transport Contractor Contracts

Question No: 2018/2118

[Caroline Pidgeon](#)

According to Clause 1 of the Uber London Limited judgment made by the Westminster Magistrates Court on the 26 June 2018, Uber “shall maintain a Board, comprising at least three independent directors who shall be in the majority (one of whom shall be the Chair) and at least two executive directors”. In the interest of improving the operational safety performance of its Surface Transport contractors, will the Mayor seek to compel all relevant companies to maintain a Board composition where independent directors shall be in the majority, one of whom shall be the Chair?

Answer for Applying “Board Composition Requirements” found in the Conditions of the 26 June Uber Decision to TfL Surface Transport Contractor Contracts

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Applying “Board Composition Requirements” found in the Conditions of the 26 June Uber Decision to TfL Surface Transport Contractor Contracts

[The Mayor](#)

Last updated: 24 October, 2018

Transport for London (TfL) licenses and regulates private hire vehicle operators and is able to attach conditions to their operating licences where appropriate, such as the one you refer to in your question. It also selects its contractors based on a number of factors, including safety performance. Bidders must meet the highest standards in a competitive process to be awarded contracts. Once contracts have been awarded, TfL has rigorous processes in place to ensure its contracted services operate safely, holding contractors to account for their safety and operational performance and working with them to continue to improve. Furthermore, transport operators are subject to national regulation on safety, and independent scrutiny from the Office of Rail and Road and other relevant bodies.

TfL is constantly reviewing and improving its safety management and assurance processes as it works towards my ambitious Vision Zero targets.

Applying “Independent Assurance Procedures” found in the Conditions of the 26 June Uber Decision to TfL Surface Transport Contractor Contracts

Question No: 2018/2119

[Caroline Pidgeon](#)

According to Clause 4 of the Uber London Limited judgment made by the Westminster Magistrates Court on the 26 June 2018, Uber must comply with a number of well-defined “assurance” conditions. In the interest of improving the operational safety performance of its surface transport contractors, will the Mayor seek to compel all relevant companies to adhere to similar “independent assurance” procedures?

Answer for Applying “Independent Assurance Procedures” found in the Conditions of the 26 June Uber Decision to TfL Surface Transport Contractor Contracts

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Applying “Independent Assurance Procedures” found in the Conditions of the 26 June Uber Decision to TfL Surface Transport Contractor Contracts

[The Mayor](#)

Last updated: 25 September, 2018

Please see MQ 2018/2118.

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Applying “Complaints Handling Procedures” found in the Conditions of the 26 June Uber Decision to TfL Surface Transport Contracts

Question No: 2018/2120

[Caroline Pidgeon](#)

According to Clause 12 of the Uber London Limited judgment made by the Westminster Magistrates Court on the 26 June 2018, Uber must comply with a number of well-defined complaints handling conditions. In the interest of improving the operational safety performance of its Surface Transport Contractors will the Mayor seek to compel all relevant companies to adhere to similar “Complaints Handling” procedures?

Answer for Applying “Complaints Handling Procedures” found in the Conditions of the 26 June Uber Decision to TfL Surface Transport Contracts

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Applying “Complaints Handling Procedures” found in the Conditions of the 26 June Uber Decision to TfL Surface Transport Contracts[The Mayor](#)

Last updated: 25 September, 2018

Please see MQ 2018/2118.

|

Reporting smoky vehicles**Question No: 2018/2121**[Caroline Pidgeon](#)

Please state whether you have any plans to create a website or provide another form of public access for members of the public to report vehicles that are creating unnecessary pollution due to their exhausts needing to be maintained or replaced?

Answer for Reporting smoky vehicles[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Reporting smoky vehicles[The Mayor](#)

Last updated: 25 September, 2018

The strengthened Low Emission Zone and forthcoming Ultra Low Emission Zone will reduce the use of polluting vehicles in London and help clean up London’s air. However, there are occasions where vehicle exhaust is excessively smoky, suggesting there is a need for corrective maintenance. The Driver and Vehicle Standards Agency (DVSA) already manages a website to report smoky vehicles at <https://forms.vosa.gov.uk/SmokyVehicle/create>.

I would encourage Londoners to make use of this resource, and I will ask Transport for London officers to consider raising awareness of its availability. Since this is in place, I do not believe it is useful or necessary to create an additional London-specific website.

|

Camberwell Station**Question No: 2018/2122**[Caroline Pidgeon](#)

In answer to question 2017/3325 you stated: “Transport for London (TfL) is carrying out a study of the potential benefits and costs of re-opening Camberwell National Rail station on its former site, and of introducing an associated extra stop on Thameslink services to serve Camberwell.” The report is now public, could you please set out what actions TfL is now taking to help re-open Camberwell station?

Answer for Camberwell Station[The Mayor](#)

Last updated: 18 September, 2018

The Camberwell Station business case report is not yet public. Transport for London (TfL) will be publishing the report later this month. This has been produced by TfL, working with the London Borough (LB) of Southwark and Network Rail. Once published, TfL will be discussing the conclusions with LB Southwark and Network Rail to determine any next steps. I have asked TfL to send you a copy when it is released.

Update:

The Camberwell Station business case report has now been published. This has been produced by TfL, working with the London Borough of Southwark and Network Rail. I have asked TfL to send you a copy.

Trustees of the Garden Bridge Trust**Question No: 2018/2123**[Caroline Pidgeon](#)

Following the published legal advice by Jason Coppel QC that stated: "It is likely that the Trustees of the Trust had breached their duty to act with reasonable skill and care in relation to the construction contract with Bouygues", what steps do you intend to take to ensure that further investigations are undertaken into Transport for London's handling of the awarding of public money to the Garden Bridge Trust?

Answer for Trustees of the Garden Bridge Trust[The Mayor](#)

Last updated: 18 September, 2018

There has already been extensive work carried out to review the project, including the work of the GLA Oversight Committee, Transport for London's own internal and external reviews, and the review I commissioned from Dame Margaret Hodge MP. I have also asked TfL to carefully consider the legal advice obtained from Jason Coppel QC.

|

Heat levels of the Central Line**Question No: 2018/2124**[Caroline Pidgeon](#)

While recognising that it will be a number of years before new rolling stock with air conditioning can be fully introduced onto the Central Line, please set out the steps that are being taken to reduce heat levels and assist passengers on this line during periods of high temperature.

Answer for Heat levels of the Central Line

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Heat levels of the Central Line

[The Mayor](#)

Last updated: 01 October, 2018

I understand that travelling can be uncomfortable during periods of hot weather, which is why Transport for London (TfL) is investing millions of pounds to make the Tube cooler.

On the Central line, TfL has installed solar reflective material on the external surface of trains roofs and solar reducing films on the train windows to help reduce temperatures within carriages. New vents behind the seats, to improve air flow within the carriages have been installed and TfL have doubled the number of fans on the network since 2012 as well as installed chiller units to pump in cold air to the stations.

During periods of hot weather, TfL advises customers to carry water with them, and if customers are unfeeling unwell, to speak to members of staff, who can provide assistance.

Crossrail (1)

Question No: 2018/2125

[Caroline Pidgeon](#)

Further to your answer to Mayoral Question 2018/1611 you stated on 21st June 2018 that: "The Elizabeth Line is now 93 per cent complete and will transform travel across the capital when it opens. Thanks to the expertise and monumental efforts of everyone involved, it remains on course to open as planned in December 2018." Further, a TfL Board paper titled Crossrail Update, of the 25th July 2018, stated: "Progress is being made across all areas of the programme; however significant cost and schedule pressures remain across the project. These continue to be actively managed by Crossrail Limited and TfL and the focus remains on the successful introduction of Elizabeth line services in the Central Section (between Paddington Low Level and Abbey Wood) which remains on course to open as planned in December this year."

Please state in detail what developed in the last 10 weeks to lead to the expected opening across London to be postponed by nine months.

Answer for Crossrail (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Crossrail (1)

[The Mayor](#)

Last updated: 25 September, 2018

The decision to delay opening was made at the Crossrail Ltd Board on Wednesday 29 August. Crossrail Ltd formally informed Transport for London (TfL) and the Department for Transport (DfT) of the changes to the schedule the next day on Thursday 30 August. A public announcement was made the following day on Friday 31 August.

As has been discussed on a number of occasions at the TfL Board, the Crossrail Limited team have been managing a number of schedule and cost pressures on the project.

As Simon Wright, Crossrail Ltd's Chief Executive set out to the London Assembly during the Plenary session on 6 September, there is no one single element causing the delay. The Elizabeth line is one of the most complex and challenging infrastructure projects ever undertaken in the UK and brings together multiple contracts, new trains and three different signalling systems.

Further time is needed by the contractors to complete the fit out of the stations in the central tunnels and the development of the railway systems software. Testing has started but further time is needed to complete the full range of integrated tests.

The DfT and TfL will continue to push Crossrail Limited to manage any schedule pressures and mitigate these as much as possible. The focus remains on opening the full Elizabeth line, from Reading and Heathrow in the west to Shenfield and Abbey Wood in the east as soon as possible after the central section opens.

|

Crossrail (2)

Question No: 2018/2126

[Caroline Pidgeon](#)

Following the announcement on the 31st August 2018 that the opening of Crossrail across London has been postponed until Autumn 2019 please state the exact date that you were first briefed of the need for the opening to be postponed?

Answer for Crossrail (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Crossrail (2)

[The Mayor](#)

Last updated: 25 September, 2018

I was made aware on 29 August. I am extremely disappointed, frustrated and angry at the delay. I am confident though that once it is completed, it will be both an amazing feat of engineering and a great asset for the people of London and beyond.

|

Crossrail (3)**Question No: 2018/2127**[Caroline Pidgeon](#)

Please state the estimated (a) loss in fare revenue, and (b) additional expenditure required to complete the project, that will arise from the postponement of the opening of Crossrail across London until Autumn 2019.

Answer for Crossrail (3)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Crossrail (3)[The Mayor](#)

Last updated: 25 September, 2018

Crossrail Limited has only recently informed Transport for London (TfL) and the Department for Transport (DfT) about the delay. Crossrail Ltd is working to establish any additional impact on funding from the revised schedule.

The predicted revenue from the opening of the central section is mainly as a result of journeys moving from other TfL services, for example customers switching from the Central and Jubilee lines to the Elizabeth line, rather than being new revenue from new sources.

The full implications to TfL will be set out as part of the annual business planning process at the end of 2018.

|

Crossrail (4)**Question No: 2018/2128**[Caroline Pidgeon](#)

Following the announcement on the 31st August 2018 that the opening of Crossrail across London has been postponed until Autumn 2019 will you instruct TfL to review its plans to alter bus routes which are currently based on the premise of Crossrail across London opening by December 2018.

Answer for Crossrail (4)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Crossrail (4)[The Mayor](#)

Last updated: 01 October, 2018

Last year, Transport for London (TfL) consulted on changing buses near the Elizabeth line to reflect how demand for buses in London has changed, and will change in the future.

Now that Crossrail Ltd has confirmed that the Elizabeth line will launch next autumn, TfL is reviewing the timing of these bus changes to ensure they take account of the delayed opening, alongside other factors such as the introduction of the Ultra Low Emission Zone in central London.

Rehabilitation from Gang Activities

Question No: 2018/2130

[Jennette Arnold OBE](#)

What is being done to encourage disaffected young people to move away from gang activities and to rehabilitate them back into communities?

Answer for Rehabilitation from Gang Activities

[The Mayor](#)

Last updated: 18 September, 2018

Between 2017-2019, through the London Crime Prevention Fund, in partnership with 31 London boroughs, MOPAC is sustainably funding 38 projects, at a value of approximately £5M, to keep children and young people safe. This funding, in many boroughs supports integrated gangs units, or allows them to directly provide, or commission specialist providers to, support young people involved in or affected by youth violence. For example, LCPF funds in full or in part for St Giles Trust workers in 11 boroughs.

There continues to be substantial investment in pan London services. London Gang Exit is funded until March 2020 (£2 million over two years) and works to help young Londoners by tackling each of the key drivers of involvement in group violence. The new pan London service to tackle county lines, Response and Rescue, started in July 2018 (£3 million over three years). Support to young victims of violence and domestic violence continues to be funded in the four Major Trauma Centres (£835,000 over two years) and new services are being commissioned for additional A&Es (£1.8 million over two years). The Met also funds Divert which works with young people around employment and education opportunities whilst they are in police custody.

This summer an interactive map was published, as part of My London Summer (#LDNsummer), helping young Londoners to find positive activities local to them.

|

Pan Gang Exit Service Referrals for Waltham Forest

Question No: 2018/2131

[Jennette Arnold OBE](#)

How many Waltham Forest residents have been referred to the pan-London Gang Exit Service?

Answer for Pan Gang Exit Service Referrals for Waltham Forest[The Mayor](#)

Last updated: 18 September, 2018

In the 12 months to June 2018 there have been 264 enquiries into London Gang Exit (LGE) and 141 new young people referred and accepted on to the programme. During that 12 month period 174 young people have engaged with and received interventions from LGE (some of these will have started working with LGE before that 12 month period). LGE launched in February 2016 and since then over 340 young people have received support from the service, of which 111 young people have completed their intervention to date. Eight referrals of young people have been made into LGE from Waltham Forest. Four of these have completed the programme (data up until June 2018).

Evaluation of London Gang Exit is being carried out by MOPAC Evidence & Insight Team to look at the impact of interventions on a number of measures, which includes levels of victimisation and offending. An interim evaluation was carried out in Autumn 2017 to inform decisions around re-commissioning of the service. While recognising that these are only early findings, there were tentatively positive indications on levels of victimisation and offending. A further interim evaluation is planned for December 2018 with the final published evaluation due in Autumn 2019. This final report will be able to explore impact results with more robustness.

|

Completion of Pan Gang Exit Service Programme in Waltham Forest**Question No: 2018/2132**[Jennette Arnold OBE](#)

What proportion of the Waltham Forest residents referred to the pan-London Gang Exit Service completed the programme?

Answer for Completion of Pan Gang Exit Service Programme in Waltham Forest[The Mayor](#)

Last updated: 18 September, 2018

In the 12 months to June 2018 there have been 264 enquiries into London Gang Exit (LGE) and 141 new young people referred and accepted on to the programme. During that 12 month period 174 young people have engaged with and received interventions from LGE (some of these will have started working with LGE before that 12 month period). LGE launched in February 2016 and since then over 340 young people have received support from the service, of which 111 young people have completed their intervention to date. Eight referrals of young people have been made into LGE from Waltham Forest. Four of these have completed the programme (data up until June 2018).

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only early findings, there were tentatively positive indications on levels of victimisation and offending. A further interim evaluation is planned for December 2018 with the final published evaluation due in Autumn 2019. This final report will be able to explore impact results with more robustness.

|

Reoffending Amongst Those Referred to -pan-London Gang Exit Service in Waltham Forest

Question No: 2018/2133

[Jennette Arnold OBE](#)

How many of the Waltham Forest residents referred to the pan-London Gang Exit Service have gone on to reoffend?

Answer for Reoffending Amongst Those Referred to -pan-London Gang Exit Service in Waltham Forest

[The Mayor](#)

Last updated: 18 September, 2018

In the 12 months to June 2018 there have been 264 enquiries into London Gang Exit (LGE) and 141 new young people referred and accepted on to the programme. During that 12 month period 174 young people have engaged with and received interventions from LGE (some of these will have started working with LGE before that 12 month period). LGE launched in February 2016 and since then over 340 young people have received support from the service, of which 111 young people have completed their intervention to date. Eight referrals of young people have been made into LGE from Waltham Forest. Four of these have completed the programme (data up until June 2018).

Evaluation of London Gang Exit is being carried out by MOPAC Evidence & Insight Team to look at the impact of interventions on a number of measures, which includes levels of victimisation and offending. An interim evaluation was carried out in Autumn 2017 to inform decisions around re-commissioning of the service. While recognising that these are only early findings, there were tentatively positive indications on levels of victimisation and offending. A further interim evaluation is planned for December 2018 with the final published evaluation due in Autumn 2019. This final report will be able to explore impact results with more robustness.

|

Pan Gang Exit Service Referrals for London

Question No: 2018/2134

[Jennette Arnold OBE](#)

How many people in total have been referred to the pan-London Gang Exit Service?

Answer for Pan Gang Exit Service Referrals for London

[The Mayor](#)

Last updated: 18 September, 2018

In the 12 months to June 2018 there have been 264 enquiries into London Gang Exit (LGE) and 141 new young people referred and accepted on to the programme. During that 12 month period 174 young people have engaged with and received interventions from LGE (some of these will have started working with LGE before that 12 month period). LGE launched in February 2016 and since then over 340 young people have received support from the service, of which 111 young people have completed their intervention to date. Eight referrals of young people have been made into LGE from Waltham Forest. Four of these have completed the programme (data up until June 2018).

Evaluation of London Gang Exit is being carried out by MOPAC Evidence & Insight Team to look at the impact of interventions on a number of measures, which includes levels of victimisation and offending. An interim evaluation was carried out in Autumn 2017 to inform decisions around re-commissioning of the service. While recognising that these are only early findings, there were tentatively positive indications on levels of victimisation and offending. A further interim evaluation is planned for December 2018 with the final published evaluation due in Autumn 2019. This final report will be able to explore impact results with more robustness.

|

Completion of Pan Gang Exit Service Programme in London

Question No: 2018/2135

[Jennette Arnold OBE](#)

How many people in total have completed the pan-London Gang Exit Service programme?

Answer for Completion of Pan Gang Exit Service Programme in London

[The Mayor](#)

Last updated: 18 September, 2018

In the 12 months to June 2018 there have been 264 enquiries into London Gang Exit (LGE) and 141 new young people referred and accepted on to the programme. During that 12 month period 174 young people have engaged with and received interventions from LGE (some of these will have started working with LGE before that 12 month period). LGE launched in February 2016 and since then over 340 young people have received support from the service, of which 111 young people have completed their intervention to date. Eight referrals of young people have been made into LGE from Waltham Forest. Four of these have completed the programme (data up until June 2018).

Evaluation of London Gang Exit is being carried out by MOPAC Evidence & Insight Team to look at the impact of interventions on a number of measures, which includes levels of victimisation and offending. An interim evaluation was carried out in Autumn 2017 to inform decisions around re-commissioning of the service. While recognising that these are only early findings, there were tentatively positive indications on levels of victimisation and offending. A further interim evaluation is planned for December 2018 with the final

published evaluation due in Autumn 2019. This final report will be able to explore impact results with more robustness.

|

Reoffending Amongst Those Referred to Pan Gang Exit Service in London

Question No: 2018/2136

[Jennette Arnold OBE](#)

How many people referred to the pan-London Gang Exit Service have gone on to reoffend?

Answer for Reoffending Amongst Those Referred to Pan Gang Exit Service in London

[The Mayor](#)

Last updated: 18 September, 2018

In the 12 months to June 2018 there have been 264 enquiries into London Gang Exit (LGE) and 141 new young people referred and accepted on to the programme. During that 12 month period 174 young people have engaged with and received interventions from LGE (some of these will have started working with LGE before that 12 month period). LGE launched in February 2016 and since then over 340 young people have received support from the service, of which 111 young people have completed their intervention to date. Eight referrals of young people have been made into LGE from Waltham Forest. Four of these have completed the programme (data up until June 2018).

Evaluation of London Gang Exit is being carried out by MOPAC Evidence & Insight Team to look at the impact of interventions on a number of measures, which includes levels of victimisation and offending. An interim evaluation was carried out in Autumn 2017 to inform decisions around re-commissioning of the service. While recognising that these are only early findings, there were tentatively positive indications on levels of victimisation and offending. A further interim evaluation is planned for December 2018 with the final published evaluation due in Autumn 2019. This final report will be able to explore impact results with more robustness.

|

Prevention of Drug Use and Support for Drug Addiction

Question No: 2018/2137

[Jennette Arnold OBE](#)

As abuse and recreational drug use are causal factors in the evolution of gangs into criminal businesses (Postcodes to Profit study, 2017) what is being done to prevent drug use and support those with debilitating addictions thus cutting off the economic power of these gangs?

Answer for Prevention of Drug Use and Support for Drug Addiction

[The Mayor](#)

Last updated: 18 September, 2018

The MPS Drug Strategy 2017-2021 focuses on drug use and Organised Crime Gangs who supply and deal in drugs. However, the complex problems associated with drug use and addiction cannot be solved by policing alone, and the MPS are working with partners to promote and implement the 'prevention' strand of the Strategy. Educational packages are being delivered by Schools Officers and Drug Intervention Programmes continue to signpost users into treatment, to break the cycle of use and offending. £7.2m of the London Crime Prevention Fund is being spent over two years on prevention projects tackling substance misuse, by 28 London boroughs.

|

SEND Funding Providing Enough Opportunity for Children

Question No: 2018/2138

[Jennette Arnold OBE](#)

With funding for SEND not rising to meet the increasing levels of pupils requiring help to support their learning can we be satisfied that children in London are being given the opportunity to achieve their potential?

Answer for SEND Funding Providing Enough Opportunity for Children

[The Mayor](#)

Last updated: 18 September, 2018

The number of children and young people with special educational needs is increasing in London and at a faster rate than nationally. I am very concerned that funding from government for local authority high need allocations is insufficient to meet the needs of London's children and young people with special educational needs and disabilities.

Local authority children's care budgets are under severe pressure, I raised this issue with the Secretary of State for Education at a joint meeting with the London Councils Leader in January 2018. I will continue to work with London Councils to lobby the government to provide adequate SEND funding to meet the capital's needs. I will raise this issue again when I meet with the Secretary of State later this year.

|

School Places in the Right Locations

Question No: 2018/2139

[Jennette Arnold OBE](#)

As London's children have just returned to school, is the Mayor satisfied that schools are located in the right place to meet population demand and changes? What steps is the Mayor taking with partners to help ensure that there are enough school places in the right locations?

Answer for School Places in the Right Locations[The Mayor](#)

Last updated: 18 September, 2018

The new draft London Plan (2017) social infrastructure policies set out how boroughs and other stakeholders should plan for education facilities across London. Policy S3 (education and childcare facilities) requires boroughs to identify and address local needs for education facilities, and to use their Local Plans to identify sites for future provision. The London Plan also strengthens support for the development of secondary schools and special schools.

My 2018 School Place Demand Projections report sets out pan-London demand for school places, it will assist planners and developers to assess the impact of increased pupil numbers. Updated projections for the decade ahead were published in January 2018 <https://data.london.gov.uk/dataset/pan-london-school-place-demand>.

Work is also taking place with London Councils on the demand projections for schools for pupils with Special Education Needs and Disability (SEND).

|

Adult Education Budget Devolution**Question No: 2018/2140**[Jennette Arnold OBE](#)

Are preparations for the devolution of the Adult Education Budget to London in 2019/20 on track?

Answer for Adult Education Budget Devolution[The Mayor](#)

Last updated: 18 September, 2018

Preparations for the delegation of the Adult Education Budget (AEB) are on track and we expect to receive c. £311m from the Secretary of State for Education for the 2019/20 academic year. In August 2018, we submitted a 'self-assessment checklist' to the Secretary of State to demonstrate our readiness to receive the new functions. We await a formal response, however early indications are positive, and I am confident we will be able to finalise the devolution deal with HM Government in early 2019.

Under MD2328, I have established an AEB Mayoral Board, which I chair, to ensure I can actively consider all AEB-related decisions. My new Skills for Londoners Board, comprising London's boroughs and other key stakeholders, will provide external scrutiny of the AEB programme as well as ensuring London's local needs are met. The agendas and reports for both boards, wherever possible, will be published on the GLA's website to ensure we remain open and transparent in our decision-making.

We expect to procure approximately 10 per cent of the AEB (c. £130m over four years) in October 2018. The budget will be used as match funding to draw down £71m of London's

European Social Fund allocation. We anticipate being able to make announcements on funding allocations to both procured providers and grant recipients by May next year, with delivery commencing from 1 August 2019.

|

Sign up for the London Curriculum 2018/19

Question No: 2018/2141

[Jennette Arnold OBE](#)

How many schools have signed up to the London Curriculum this year, what proportion of the total number of schools in London does this represent, and what plans does the Mayor have to increase this number so that more children can benefit?

Answer for Sign up for the London Curriculum 2018/19

[The Mayor](#)

Last updated: 18 September, 2018

As of August 2018, 900 schools have signed up to the London Curriculum. Since launching for key stage 3 in 2014, 293 (59%) state secondary schools are using our 25 free teaching resources. We launched a primary programme in 2017 due to demand and there are now 385 state primary schools (21%) using our three resources for key stage 2 and our Family Explorer Trails that open up the city's history and heritage to families.

My Education and Youth team will be focusing on increasing take-up via a robust marketing strategy, as well as using existing networks and relationships, events and opportunities, to reach more schools in London. New teaching resources for secondary schools in Citizenship and Fashion, as well as new career trails for primary schools, are launching this autumn term and will help drive engagement.

|

Contribution of BAME Communities to London

Question No: 2018/2142

[Jennette Arnold OBE](#)

How does the Mayor intend to promote the 'hidden' stories of people from BAME communities who have made outstanding contributions to the life of our city during Black History Month?

Answer for Contribution of BAME Communities to London

[The Mayor](#)

Last updated: 18 September, 2018

This year's Black History Month Programme at City Hall will focus on the contributions of Black women. We'll host a series of events across the month, including an event with the

authors of 'Slay in Your Lane' Elizabeth Uviebinen and Yomi Adegoke, at City Hall culminating in a reception in London's Living Room.

Black History Month is a highlight for us here at City Hall, but we also recognise the importance of raising awareness of these stories throughout the year. That's why alongside the events celebrating Black History Month, we have held events marking the 70th anniversary of Windrush including 'Windrush Women' exhibition specially commissioned by Gal Dem magazine. We also marked UNESCO's international day for the Remembrance of the Transatlantic Slave trade and its Abolition this year.

Through my #BehindEveryGreatCity campaign, I've also been recognising the achievements and contribution of London women through profiling hidden stories each week via my Instagram channel and the Telegraph's website. This has included Jessica Huntley, a British publisher, and women's and community rights activist, and Claudia Jones, an activist and journalist who was behind the organising of the first Caribbean carnival in Britain - now known as Notting Hill Carnival. Nominations for these women have come from a number of sources including directly through Londoners to ensure that hidden women from all backgrounds including the BAME community are represented.

|

ULEZ as a Retrospective Tax On Old Diesel Cars

Question No: 2018/2143

[Jennette Arnold OBE](#)

How can the Mayor reassure Londoners that the ULEZ is not a retrospective tax on those unable to afford newer diesel cars?

Answer for ULEZ as a Retrospective Tax On Old Diesel Cars

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for ULEZ as a Retrospective Tax On Old Diesel Cars

[The Mayor](#)

Last updated: 01 October, 2018

The Ultra Low Emission Zone (ULEZ) is a daily charge on the usage of more polluting vehicles in the most polluted areas of London.

Tackling air quality is a social justice, health and environmental issue. There is clear evidence that those on lower incomes are most likely to be exposed to higher levels of air pollution and least likely to have access to cars.

The ULEZ does not necessarily require Londoners to purchase a newer diesel car. Through my fares freeze, hopper ticket and improved public transport I am working to ensure all Londoners have access to clean and affordable transport.

For those that still do need to use a car, there are a number of second hand options with nearly all petrol vehicles produced since 2005 meet the ULEZ emissions standards. I'm also calling on the government to support a targeted scrappage scheme that would help low income households to switch to cleaner forms of transport.

Curtailment of the 277 bus route

Question No: 2018/2144

[Jennette Arnold OBE](#)

What contingency plans have been put in place to ensure that TfL customers are not unnecessarily inconvenienced by the curtailment of the 277 bus route?

Answer for Curtailment of the 277 bus route

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Curtailment of the 277 bus route

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) has boosted the peak frequency of route 30, which runs from Highbury Corner to Dalston. Buses now run up to every six minutes. TfL's analysis shows that this route has enough capacity to meet the demand from passengers who used to catch the 277. As route 30 does not operate at night, TfL has introduced night bus route N277, which extends beyond Highbury Corner to provide new night time links to Angel.

In addition to this, there is spare capacity on London Overground between Highbury & Islington and Dalston, on both peak and night time services to complement routes 30 and route N277 respectively.

Buses running on the 60 route

Question No: 2018/2145

[Jennette Arnold OBE](#)

As previous users of the 277 route have been told that the 60 route is the recommended alternative, how many extra 60 route buses per hour are running now, compared to this time in 2017, to meet the needs of previous 277 route users?

Answer for Buses running on the 60 route

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Buses running on the 60 route

[The Mayor](#)

Last updated: 25 September, 2018

TfL analysed the impact of removing route 277 and identified that route 30 should be adjusted accordingly, for those who would have used route 277 between Highbury Corner and Dalston.

In June 2018, TfL increased the number of buses on route 30 to arrive at Highbury Corner from Hackney during the busiest time from eight to 10 buses per hour. There has also been a minor reduction in services at other times of the day, when the buses are less busy, from one bus every eight minutes to one every 8-9 minutes, to improve the efficiency of the service.

|

Changes to bus services in Walthamstow

Question No: 2018/2146

[Jennette Arnold OBE](#)

Please explain how my constituents in Walthamstow are being encouraged to go car-free when popular bus routes that provide access to hospitals and local amenities like the W12 and 48 are being threatened with closure and services are being reduced?

Answer for Changes to bus services in Walthamstow

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Changes to bus services in Walthamstow

[The Mayor](#)

Last updated: 25 September, 2018

My goal is to see London less reliant on cars, with more people walking, cycling and using public transport. Transport for London (TfL) aims to increase the number of bus trips across London by keeping bus travel affordable (helped by my Hopper fare), ensuring high levels of reliability through bus priority schemes, modernising the network itself and, where appropriate, looking at other measures such as express services to reduce journey times. These improvements support housing growth and are happening in outer London where bus use currently is relatively low and the opportunity exists to transfer trips from the private car.

The proposed changes affecting route 48 would include a higher frequency on the substantially parallel route 26 and an extension of route 55 to Walthamstow. Given demand on route 48 has fallen by 25 per cent since 2014/15. Londoners would expect TfL to review current service levels, to ensure the right number of buses are provided in the right place and at the right time. I am confident that there will remain adequate capacity on the corridor as a whole. TfL is currently engaging with boroughs and other stakeholders about these proposals, and they look forward to hearing views from customers as part of the

upcoming public consultation. TfL will consider feedback carefully before arriving at a final decision.

The frequency change implemented on route W12 was due to falling demand in recent years and poor reliability. The change has enabled the operator to run much more reliably so that 84 per cent of buses leave on time, compared to 63 per cent this time last year. There has also been a 15 per cent fall in bus occupancy on the route itself in the three years prior to the change. As a result of the change average occupancy on the W12 has subsequently increased.

|

Glyphosate

Question No: 2018/2148

[Leonie Cooper](#)

In July, the Mayor responded to my questions on Transport for London (TfL) use of glyphosate with information about how much is used on the tube & rail network. However, since answering that question, a California court has ruled in favour of a groundskeeper who claimed that he developed terminal cancer as a result of spraying glyphosate-based pesticide Roundup for his whole career. In light of this, will the Mayor be seeking to end the use of glyphosate sooner than planned by working with TfL and other partners to accelerate the transition to safe and environmentally friendly weed control methods in London?

Answer for Glyphosate

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Glyphosate

[The Mayor](#)

Last updated: 01 October, 2018

Transport for London (TfL) uses a version of Roundup which is regulated by the European Union, which is not the same as the one in the US market. In the California court case, the Roundup had a constituent which was banned by the EU in 2016.

As set out in my answer to MQ 2018/1946, Transport for London (TfL) is working with suppliers and contractors with all urgency to explore safer alternatives for weed treatment and is planning trials of measures such as mechanical control, use of dry ice, steam and CO2. Where chemicals are used, TfL is duty bound by legislation to ensure their safe use.

Energy Efficiency Fund (1)**Question No: 2018/2149**

Leonie Cooper

Has the Mayor's Energy Efficiency Fund started operation yet?

Answer for Energy Efficiency Fund (1)

The Mayor

Last updated: 18 September, 2018

The Mayor of London's Energy Efficiency Fund (MEEF) is a £500 million fund to invest in energy efficiency and clean energy technologies in London's small businesses and public buildings such as hospitals, museums and social housing. It has been operational since July 2018.

Further detail can be found here:

<https://www.amberinfrastructure.com/our-funds/the-mayor-of-londons-energy-efficiency-fund/>

|

Energy Efficiency Fund (2)**Question No: 2018/2150**

Leonie Cooper

What are the Mayor's Energy Efficiency Fund targets over the coming year?

Answer for Energy Efficiency Fund (2)

The Mayor

Last updated: 18 September, 2018

The targets for the Mayor of London's £500 million Energy Efficiency Fund (MEEF) were outlined in MQ 0455/2018. Over the next 5 years MEEF will invest in projects that will lead to additional capacity in renewable energy; decrease of greenhouse gases; and decrease in primary energy consumption by public buildings.

For each project, the investment cost per tonne of CO2 reduced should not exceed £7,000 and/or they should aim to deliver at least 20% energy savings.

|

Flex London Project**Question No: 2018/2151**

Leonie Cooper

What is the rationale behind the Flex London project?

Answer for Flex London Project

[The Mayor](#)

Last updated: 18 September, 2018

London is a significant electricity consumer, and the FlexLondon project aims to help large commercial energy users in London to use energy more flexibly, for example at off peak times, as well as using energy more efficiently, and storing energy. We estimate that London will have one gigawatt of peak demand side flexibility potential by 2050. The project aims to match large energy users with companies that offer flexibility solutions, like battery energy storage and flexible tariffs, in order to start creating a market for using energy flexibly.

This will help to balance energy peaks on the national and local grid and enable more clean renewables such as wind and solar, whose electricity generation is variable, and more low carbon electric vehicles and electric heating systems to be used on the grid. It also aims to save money for consumers, address local grid constraints, and contribute towards London and the UK meeting its climate reduction targets.

|

Smart London Board**Question No: 2018/2152**[Leonie Cooper](#)

With reference to Question 2017/4442, are papers from the Smart London Board meetings now published online?

Answer for Smart London Board[The Mayor](#)

Last updated: 18 September, 2018

We have published summaries of the Smart London Board meetings from January 2018 on the GLA website.

|

Government Consultation Papers**Question No: 2018/2153**[Leonie Cooper](#)

Can you list all Government consultation papers you have responded to in 2018? Which of these responses is posted on the GLA website?

Answer for Government Consultation Papers[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Government Consultation Papers[The Mayor](#)

Last updated: 01 November, 2018

City Hall and the wider GLA family respond to numerous government consultations every year. Individual teams are responsible for coordinating responses and if there is a particular response you are interested in Sarah Gibson, Head of Government and EU Relations would be happy to assist.

With regard to whether consultation responses are made available on the GLA website, it would appear not all are being uploaded. Therefore, the Government Relations team in my office will take responsibility for ensuring that GLA responses are published on the website within the Mayor of London, Public Affairs page.

Metropolitan Police Service Energy (1)**Question No: 2018/2154**[Leonie Cooper](#)

How is the Metropolitan Police Service energy supply procured?

Answer for Metropolitan Police Service Energy (1)[The Mayor](#)

Last updated: 18 September, 2018

The MPS currently procure, along with the GLA, all energy through Crown Commercial Services who are the largest energy buyer in the UK and experts in energy trading. The MPS thus benefit from this massive purchasing power and achieve significant savings against the average market price. Current suppliers on the CCS Framework are EDF (Half-hourly electricity), British Gas (Non half-hourly electricity) and Corona (Gas).

The MPS are actively working with the 42 other police forces in England and Wales through the CLEP (Collaborative Law Enforcement Procurement) Programme to see if further savings in energy (consumption and price) could be achieved through closer collaboration.

|

Metropolitan Police Service Energy (2)**Question No: 2018/2155**[Leonie Cooper](#)

What were the Metropolitan Police Service energy costs for each year from 2010 and what are they projected to be to 2020?

Answer for Metropolitan Police Service Energy (2)[The Mayor](#)

Last updated: 18 September, 2018

The forecast figures provided for 2019/20 onwards take account of anticipated property disposals and predicted inflation in utility costs. Please see Appendix 2018/2155.

London Fire Brigade Energy (1)

Question No: 2018/2156

[Leonie Cooper](#)

How is the London Fire Brigade's energy supply procured?

Answer for London Fire Brigade Energy (1)

[The Mayor](#)

Last updated: 18 September, 2018

The London Fire Brigade procures its energy through a wider public sector energy framework managed by the Utilities and Fuels Specialist Team of Crown Commercial Services (CCS). By being part of this overall CCS collaboration, London Fire Brigade benefits from significant buying leverage which helps to keep costs down.

|

London Fire Brigade Energy (2)

Question No: 2018/2157

[Leonie Cooper](#)

What were the London Fire Brigade's energy costs for each year from 2010 and what are they projected to be to 2020?

Answer for London Fire Brigade Energy (2)

[The Mayor](#)

Last updated: 18 September, 2018

The tables under Appendix 2018/2157 set out the London Fire Brigade's energy costs for years 2010/11 to 2017/18, and the projected budgets costs to 2019/20.

Transport for London Energy

Question No: 2018/2158

[Leonie Cooper](#)

With close to 50% of Transport for London's (TfL) energy procurement costs of £665m made up of levies and taxes, has TfL explored options for developing and owning its electricity generation assets on TfL land using private wire supply to help reduce present and future energy costs?

Answer for Transport for London Energy

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Transport for London Energy

[The Mayor](#)

Last updated: 24 October, 2018

TfL's integrated Energy Strategy (please see Mayor's Question 2018/2160) sets out its approach to both reducing energy costs and meeting the Mayor's carbon reduction ambitions.

Options for developing and owning electricity generation assets have been explored and TfL is actively developing opportunities to increase the level of electricity generation on its estate or from third party generation, including via private wire connections. In the first instance TfL is embarking on a programme of rooftop solar installations on its buildings. Please see my answer to Mayor's Question 2018/2162 for more information on this.

Greenwich Power Station

Question No: 2018/2159

[Leonie Cooper](#)

Please provide an update on Greenwich Power Station's refurbishment project.

Answer for Greenwich Power Station

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Greenwich Power Station

[The Mayor](#)

Last updated: 01 October, 2018

Transport for London (TfL) is reassessing the project to install new energy generation equipment at Greenwich Power Station, as the generator technology originally proposed would contribute some NOx to the air in Greenwich.

TfL's aim is to deliver generators with no air quality impacts that benefits Londoners and the Tube. TfL is therefore assessing a number of options, and I have asked them to provide you with an update as soon as this work has concluded.

Zero Carbon Network (1)

Question No: 2018/2160

[Leonie Cooper](#)

What strategy does Transport for London have in place to secure the Mayor's target for a zero carbon network by 2030?

Answer for Zero Carbon Network (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Zero Carbon Network (1)[The Mayor](#)

Last updated: 25 September, 2018

The Mayor's Transport Strategy and London Environment Strategy aim for all Transport for London (TfL) controlled rail services to be zero carbon by 2030. TfL's high-level approach to achieving this ambition is set out as part of its Energy Strategy, agreed at TfL's Safety, Sustainability and HR Panel on 20 June 2018 and publicly available here:

<http://content.tfl.gov.uk/sshrp-20180620-part-1-item-07-tfl-energy-strategy.pdf>

In summary, the Energy Strategy proposes the following carbon reduction measures for achieving the 2030 target:

- Reducing total energy consumption
- Reducing peak time energy demand; moving consumption to periods when the grid is less carbon intensive
- Increasing the level of renewable generation on the TfL estate; and
- Procuring any remaining grid-supplied energy through agreements guaranteeing additional renewable electricity in the UK system.

|

Zero Carbon Network (2)

Question No: 2018/2161

[Leonie Cooper](#)

When will Transport for London publish its plans to achieve a zero carbon network by 2030?

Answer for Zero Carbon Network (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Zero Carbon Network (2)[The Mayor](#)

Last updated: 25 September, 2018

Transport for London's (TfL's) high level Energy Strategy and approach to meeting the 2030 zero carbon target have been made public through the paper presented to the TfL

Safety, Sustainability and Human Resources Panel (<http://content.tfl.gov.uk/sshrp-20180620-part-1-item-07-tfl-energy-strategy.pdf>). As plans continue to develop, these will be published on the website.

TfL and the Greater London Authority (GLA) will continue to report on the progress towards meeting this target as part of both TfL's formal reporting and through monitoring of the London Environment Strategy.

|

Solar Rooftops

Question No: 2018/2162

[Leonie Cooper](#)

What progress has there been made by Transport for London to identify buildings that can incorporate solar rooftops across its portfolio of 1,000 buildings?

Answer for Solar Rooftops

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Solar Rooftops

[The Mayor](#)

Last updated: 01 October, 2018

Transport for London (TfL) has undertaken a study to assess the potential for its buildings to accommodate solar panels. Twenty four sites from this study are included in TfL's Solar programme, which will install a total of 1.1MW of peak generating capacity.

Installation of the first panels is scheduled to start in early 2019, contributing to the objectives of the Mayor's Solar Action Plan. TfL continues to investigate opportunities for further generation beyond the initial 24 sites.

Fuel Poverty Partnership (1)

Question No: 2018/2163

[Leonie Cooper](#)

How many times have the Fuel Poverty Partnership met so far in 2018?

Answer for Fuel Poverty Partnership (1)

[The Mayor](#)

Last updated: 18 September, 2018

The Fuel Poverty Partnership has met once so far this year, on 23 May. It is scheduled to meet three times a year and will next meet again on 9 October.

|

Fuel Poverty Partnership (2)**Question No: 2018/2164**[Leonie Cooper](#)

Will all papers from the Fuel Poverty Partnership meetings be published online?

Answer for Fuel Poverty Partnership (2)[The Mayor](#)

Last updated: 18 September, 2018

All Partnership meeting minutes will be published online once they have been agreed by Partnership members. The minutes of the May meeting will therefore be published following the October meeting.

|

Fuel Poverty Partnership (3)**Question No: 2018/2165**[Leonie Cooper](#)

What are the key goals over the coming year of the GLA Fuel Poverty Partnership?

Answer for Fuel Poverty Partnership (3)[The Mayor](#)

Last updated: 18 September, 2018

The Partnership will agree a comprehensive work plan for 2018/19 at its October meeting and will be working with me to deliver several key actions within my Fuel Poverty Action Plan. Key goals that have been discussed by the Partnership include supporting boroughs to tackle cold homes in the private rented sector, working with the health service to target support at those in greatest need, lobbying to securing a fair share of energy efficiency funding for London, and supporting programmes to maximise incomes and increase benefit uptake amongst fuel poor households.

|

Decentralised Energy**Question No: 2018/2166**[Leonie Cooper](#)

What are your priorities in relation to your stated action in the London Environment Strategy to “Lobby government to deliver improved national standards for decentralised energy”?

Answer for Decentralised Energy

[The Mayor](#)

Last updated: 18 September, 2018

Heat networks are a key technology that will help achieve my objective to develop clean and smart, integrated energy systems utilising local and renewable energy sources. With this in mind, I want to ensure that heat network customers are afforded the same standards as those of electricity and gas customers, and my officers are in contact with officials from the Department of Business, Energy and Industrial Strategy to request that heat network operators are licenced in a similar way to those in the electricity and gas sectors. This will require licenced heat network operators to achieve high service standards to the benefit of customers.

My officers will also be lobbying government to establish low-temperature heat network design standards. This is to ensure heating bills remain affordable where local and renewable energy sources are used.

|

Environment Devolution**Question No: 2018/2167**[Leonie Cooper](#)

What environmental devolution issues have you discussed with the Metro Mayors?

Answer for Environment Devolution[The Mayor](#)

Last updated: 18 September, 2018

In June I hosted a clean air summit attended by 15 city leaders (including many of the metro mayors) and Michael Gove where we set out the additional action that needs to be taken to improve air quality and protect health across the country. This included devolution of the relevant powers to tackle air quality. Following the meeting city leaders have written to the Prime Minister making the case for a targeted national scrappage fund for small businesses and low income Londoners. This letter also made the case for stronger air quality powers for the metro mayors which the Government should now progress in new clean air legislation.

The metro mayors and I also successfully worked together to obtain additional powers to install rapid charging infrastructure for electric vehicles at petrol stations as part of the Automated and Electric Vehicles Bill.

The Mayor hopes the metro mayors will continue to work together to make the case for additional resources from Government and to share best practice.

|

Infrastructure High Level Group (1)**Question No: 2018/2168**[Leonie Cooper](#)

How many meetings have taken place of your Infrastructure High Level Group?

Answer for Infrastructure High Level Group (1)[The Mayor](#)

Last updated: 18 September, 2018

The Mayor's Infrastructure High Level Group has met twice. The first meeting took place on the 18th December 2017, and the second on the 30th April 2018.

|

Infrastructure High Level Group (2)**Question No: 2018/2169**[Leonie Cooper](#)

Will all papers from the Infrastructure High Level Group meetings be published online?

Answer for Infrastructure High Level Group (2)[The Mayor](#)

Last updated: 18 September, 2018

Minutes for past meetings have been published on the GLA website, accessible at: <https://www.london.gov.uk/what-we-do/business-and-economy/better-infrastructure/mayors-infrastructure-high-level-group> .

Minutes for future meetings will also be published.

Papers will be supplied on request. Please email InfrastructurePlan@london.gov.uk with any queries.

|

Cycling Infrastructure (1)**Question No: 2018/2170**[Leonie Cooper](#)

A constituent would like to know, why has there only been 9 miles of cycling infrastructure, all approved by the previous Mayor, built since the new Mayor has been in post two years ago?

Answer for Cycling Infrastructure (1)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Cycling Infrastructure (1)[The Mayor](#)

Last updated: 01 October, 2018

Since I took office in May 2016, over 140km of cycling infrastructure has been constructed across London.

Cycling Infrastructure (2)**Question No: 2018/2171**[Leonie Cooper](#)

A constituent would like to know, what are the cycling infrastructure outputs of the Cycling and Pedestrian Commissioner?

Answer for Cycling Infrastructure (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Cycling Infrastructure (2)[The Mayor](#)

Last updated: 01 October, 2018

As stated in my response to Mayor's Question 2018/2170, over 140km of cycling infrastructure has been constructed across London since I took office in May 2016. This includes several Quietway routes, most recently Q2 East (Bloomsbury to Walthamstow) and Q2 West (Notting Hill to East Acton) which launched in August and delivered improvements for both walking and cycling.

Construction of Cycle Superhighway 6 (CS6) is due to be completed this month and will be followed by more Quietway launches during September and the spring of 2019. The Mini Holland programme has also launched several flagship schemes, including the A105 cycle route between Enfield Town, Palmers Green and Portsmouth Road in Kingston.

Work is currently underway to make Highbury Corner safer for cyclist and pedestrians and is now finished at Westminster Bridge south and Archway.

Public consultations on numerous proposals for new cycle infrastructure have also been completed, including CS4, CS9, Nine Elms Lane, Lambeth Bridge northern and southern roundabouts and Waterloo IMAX.

In addition, the Strategic Cycling Analysis published in June 2017 outlines an ambitious, evidence-based plan for delivering a London wide cycle network, highlighting corridors with the highest existing and potential for cycling. This work has informed the development of a new generation of cycling routes, the first six of which I announced in January 2018. Consultations on the first two routes, between Camden and Tottenham Hale and Hackney and the Isle of Dogs, will take place in early 2019. Subject to this, construction of some sections could begin later the same year.

Cycling Infrastructure (3)**Question No: 2018/2172**[Leonie Cooper](#)

A constituent would like to know, who sets the objectives and time-scale for improving cycling infrastructure in London?

Answer for Cycling Infrastructure (3)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Cycling Infrastructure (3)[The Mayor](#)

Last updated: 01 October, 2018

My Transport Strategy sets the overall strategy and objectives for transport in London, including cycling infrastructure. The current strategy was adopted in March 2018 following formal approval from the London Assembly.

Proposal 3 in the strategy sets out the overall objectives for delivering cycling infrastructure in London, including proposals to deliver a London-wide strategic cycle network by 2041 and to encourage additional local and neighbourhood improvements for cycling. The outcome of this would be to ensure that 70 per cent of Londoners live within 400m of the strategic cycle network.

The cycling infrastructure proposals in the MTS will be delivered primarily through the annual TfL Business Plan, which sets out a programme of investment aligned to the MTS objectives over a five year period. The current Business Plan, published in December 2017, includes a £2.2bn Healthy Streets Portfolio which includes significant funding for improved cycling infrastructure over the next five years.

The timescales for individual cycling schemes within the Healthy Streets Portfolio will vary depending on the specific complexity and characteristics of the scheme.

Dangerous Junctions**Question No: 2018/2173**[Leonie Cooper](#)

A constituent would like to know, can the Mayor provide an update on why the previously identified dangerous junctions (including Holborn where another cyclist was killed two weeks ago) have not been upgraded?

Answer for Dangerous Junctions[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Dangerous Junctions[The Mayor](#)

Last updated: 25 September, 2018

I was deeply saddened to hear of the death Dr Peter Fisher. Any death on a London road is one too many. As you will know, I have recently launched my Vision Zero Action Plan which sets out how we will eliminate deaths and serious injuries from London's roads by 2041.

In the Holborn Gyratory area, the roads fall under the jurisdiction of the London Borough of Camden, who have been working closely with Transport for London (TfL) on measures to reduce danger at key locations, including imminent changes to Bloomsbury Square and High Holborn/Southampton Row. However, I understand that the safety concerns extend to the whole operation of the gyratory, and I have made it clear that I see it as a key priority for TfL to continue working closely with Camden to make this area safer for pedestrians and cyclists.

Even if a junction is not on the current TfL Safer Junctions list, TfL is continuously monitoring collision data and will work with the boroughs to explore and fund changes to their roads, to reduce road danger. Locations that are dominated by vehicles, and which pedestrians and cyclists avoid, will also be tackled. My Healthy Streets Approach will address locations that are intimidating to those wishing to walk or cycle. Our well-resourced programmes - including Liveable Neighbourhoods, Superhighways and Quietways - will all contribute to making junctions safer for walking and cycling.

|

Cycle Routes**Question No: 2018/2174**[Leonie Cooper](#)

A constituent would like to know, what is the update on delivering the new cycle routes the Mayor announced in January?

Answer for Cycle Routes[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Cycle Routes[The Mayor](#)

Last updated: 01 October, 2018

Work is well underway to progress the first of the new cycle routes I announced earlier this year. Transport for London (TfL) is working in partnership with the London boroughs to agree detailed alignments for the routes and develop proposals that will deliver improvements for people walking, cycling and using public transport as well as local neighbourhoods.

The first two of these routes, between Camden and Tottenham Hale and Hackney and the Isle of Dogs, will be consulted on in early 2019, with construction of sections planned to start later that year. Consultations are also planned in 2019 for the new routes between Lea Bridge and Dalston, Ilford and Barking Riverside and Rotherhithe and Peckham.

Work is also underway for the new route between Wembley and Willesden Junction, with alignment and infrastructure options being assessed in partnership with the London Borough of Brent and Old Oak Common and Park Royal Development Corporation. This recognises the value of their expertise and local knowledge in delivering a high quality route with strong local support.

In addition to these six routes, TfL is also prioritising work on a new route between Greenwich and Woolwich, in collaboration with the Royal Borough of Greenwich. Proposals will look to integrate the route with the Greenwich Town Centre Liveable Neighbourhood scheme and address the need for improved pedestrian and cycle facilities at the Woolwich Road roundabout.

Cycle Superhighways

Question No: 2018/2175

[Leonie Cooper](#)

A constituent would like to know, what are the delivery dates for the new cycle superhighways identified three years ago?

Answer for Cycle Superhighways

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Cycle Superhighways

[The Mayor](#)

Last updated: 01 October, 2018

Significant progress has been made in the delivery of new Cycle Superhighways. The remaining sections of the East-West Cycle Superhighway opened last year, and the construction of the second phase of CS6 is due to be completed this month.

Construction of CS11 at Swiss Cottage was due to begin in July. However, as you will be aware, this has been delayed pending the outcome of a judicial review hearing brought by Westminster City Council.

Designs have been developed for CS4 and CS9, with public consultation completed for both routes last year. Transport for London will be publishing its response to the issues raised from these consultations later this year and, subject to the outcome of consultation, I intend for work to start in 2019.

Cycling Budget**Question No: 2018/2176**[Leonie Cooper](#)

A constituent would like to know, the cycling budget is projected to be underspent - why has the Mayor allowed this to happen?

Answer for Cycling Budget[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Cycling Budget[The Mayor](#)

Last updated: 01 October, 2018

Average cycling spend per year is planned at record levels, with investment totalling £169m per year set aside, as opposed to an average of £79m in the previous Mayoral term.

Cycling infrastructure is programmed to be delivered across a range of London boroughs, often with the borough delivering work themselves, and Transport for London (TfL) is necessarily dependent upon boroughs for the work to go ahead.

Where unexpected delays occur, such as the ongoing legal action by Westminster City Council on Cycle Superhighway 11, TfL has been able to bring forward planned expenditure elsewhere to ensure it maintains forecast levels of spend. As a result, and despite these challenges, investment over 2018/19 is currently forecast to be on budget.

I am committed to ensuring much-needed cycling infrastructure is delivered as quickly as possible and will continue to work with TfL and other delivery partners to ensure this happens.

Railway Arches (1)**Question No: 2018/2178**[Tom Copley](#)

In November 2017, Network Rail announced they were selling their Commercial Estate business in England and Wales, which include railway arches. What consideration, if any, have you given to purchasing the railway arches within London?

Answer for Railway Arches (1)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Railway Arches (1)[The Mayor](#)

Last updated: 25 September, 2018

Network Rail sought a single buyer for its portfolio of circa 5,500 arches along with its associated property management business. These arches are spread throughout England and Wales with nearly 50 per cent located outside London.

As a result of the size and scale of the transaction, along with the geographic diversity of the property assets, Transport for London did not consider the acquisition as feasible or consistent with its current property strategy.

Railway Arches (2)

Question No: 2018/2179

[Tom Copley](#)

Transport for London owns 1,000 retail units and 800 railway arches. How many of each are let directly to national chains?

Answer for Railway Arches (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Railway Arches (2)

[The Mayor](#)

Last updated: 25 September, 2018

TfL does not have the specific figures to identify how many arches are let directly to national chains. However, TfL has confirmed that well over 90 per cent of our tenants are small or independent businesses.

|

Railway Arches (3)

Question No: 2018/2180

[Tom Copley](#)

Transport for London owns 1,000 retail units and 800 railway arches. What is the current value of those assets?

Answer for Railway Arches (3)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Railway Arches (3)

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London's (TfL's) railway arches and retail unit assets have a likely valuation of at least £750 million.

|

Railway Arches (4)

Question No: 2018/2181

[Tom Copley](#)

Transport for London (TfL) owns 1,000 retail units and 800 railway arches. What rental income did TfL receive in 2017/18 and what income is expected to be received for every financial year of the TfL business plan?

Answer for Railway Arches (4)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Railway Arches (4)

[The Mayor](#)

Last updated: 25 September, 2018

The actual income for all property income for 2017/18 was £92.2million. The Transport for London Business plan figures for the remainder of the plan are set out below.

	2018/19	2019/20	2020/21	2021/22	2022/23
Property Income (£m)	90.1	91.2	93.5	96.1	97.3

|

|

London Living Rent homes

Question No: 2018/2182

[Tom Copley](#)

Could you provide the number of starts on site and completions of London Living Rent homes, separate from Shared Ownership, in 2017-18 and provisionally for 2018-19, broken down by individual London Borough?

Answer for London Living Rent homes

[The Mayor](#)

Last updated: 18 September, 2018

The Mayor's programme gives providers flexibility to let a home as London Living Rent or sell it on Shared Ownership up until the point of first occupation, rather than this being determined at the point of start or completion. Please see Appendix 2018/2182.

Temperatures on the London Underground**Question No: 2018/2183**[Tom Copley](#)

With warnings that this summer's high temperatures won't just be a one off, and given that the introduction of new trains with air conditioning is some years away, what action will TfL be taking to reduce temperatures on the London Underground during the summer months in coming years?

Answer for Temperatures on the London Underground[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Temperatures on the London Underground[The Mayor](#)

Last updated: 25 September, 2018

Please see my answer to Question 2018/2221

Please ask me for my seat badge**Question No: 2018/2184**[Tom Copley](#)

Following the success of the "Please offer me a seat" badges, a constituent has suggested that TfL introduce a "Please ask me for my seat badge" for people to wear on public transport to indicate that they would be happy to give up their seat to someone who needs it. Would you ask TfL to consider introducing such a badge?

Answer for Please ask me for my seat badge[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Please ask me for my seat badge[The Mayor](#)

Last updated: 25 September, 2018

Our 'Please Offer Me a Seat' and 'Baby on Board' badges are incredibly important to people travelling with different accessibility needs. To build on the success of the 'Please Offer Me a Seat', in July Transport for London (TfL) joined the #LookUp campaign started by customer Corry Shaw, that asks people traveling on public transport to look up and see if someone is in greater need of a seat.

This latest initiative has encouraged many passengers to exhibit consideration for their fellow passengers and to take to social media using the LookUp hashtag. To support this, TfL is also promoting the #LookUp message with announcements across the network.

TfL is always willing to consider new ideas to help customers. I will ask them to consider whether a 'please ask me for my seat' badge would add any value to the activity already underway.

National Planning Policy Framework

Question No: 2018/2185

[Tom Copley](#)

What assessment have you made of the Government's new draft National Planning Policy Framework?

Answer for National Planning Policy Framework

[The Mayor](#)

Last updated: 18 September, 2018

My officers have reviewed the new National Planning Policy Framework and generally the revisions follow the direction of policies within my draft London Plan. However, given the timing of its publication, the Government has provided for a transition period for the application of the new NPPF, which includes the draft London Plan. This means that, for the purposes of the examination in public, the London Plan will be assessed against the 2012 NPPF.

|

Government's new draft National Planning Policy Framework

Question No: 2018/2186

[Tom Copley](#)

In your view, does the government's new draft National Planning Policy Framework go far enough to close the 'viability loophole' which allows developers to get out their affordable housing obligations?

Answer for Government's new draft National Planning Policy Framework

[The Mayor](#)

Last updated: 18 September, 2018

I am pleased that the new National Planning Policy Framework has been revised to reflect a range of comments in my consultation response. The NPPF now states that developers must demonstrate whether particular circumstances justify a viability assessment at application stage, and the weight to be given to this is a matter for the planning authority. Amendments have also been made to Planning Practice Guidance on Viability on matters such as developer's profit, land value and viability review mechanisms that are consistent with the approach in my draft London Plan and Affordable Housing and Viability Supplementary Planning Guidance. These changes should support the significant progress that I have made in increasing affordable housing delivery in London. I will be carefully monitoring the impact of the changes to national policy and guidance in London to determine whether these are effective in achieving the intended outcome.

|

New draft National Planning Policy Framework for affordable housing
Question No: 2018/2187[Tom Copley](#)

Will the requirement in the new draft National Planning Policy Framework for affordable housing targets in local plans to be viability tested affect your targets for 35% and 50% affordable housing on private sector and public sector land respectively?

Answer for New draft National Planning Policy Framework for affordable housing[The Mayor](#)

Last updated: 18 September, 2018

The Draft London Plan will be assessed against the 2012 NPPF under transitional arrangements for the new NPPF. The 2012 NPPF requires that delivery of the development identified in the Plan is not threatened and that the cumulative impacts of policy requirements should not put delivery of the Plan at serious risk. The draft Plan has been subject to a viability study that tested affordable housing delivery at 35% and 50%. This found that the standards and Policies of the Plan will not put its implementation at risk and will facilitate development throughout the economic cycle, in line with national policy.

New homes on land it owns in Harrow**Question No: 2018/2188**[Tom Copley](#)

I was pleased to read Transport for London's announcement of 400 new homes on land it owns in Harrow, 100% of which will be affordable. Please could you set out the proposed tenure breakdown of these homes?

Answer for New homes on land it owns in Harrow[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for New homes on land it owns in Harrow[The Mayor](#)

Last updated: 01 October, 2018

The development partner is likely to be either a Registered Affordable Housing Provider or a contractor working in partnership with a Registered Provider.

Tenure is expected to comprise a mixture of homes based on social rent levels, London Living Rent, and shared ownership. The incoming Registered Provider will agree the tenure mix with Harrow Council and the GLA, taking into account local and regional planning policies.

Police Training**Question No: 2018/2190**[Unmesh Desai](#)

How are the Metropolitan Police Service working with the College of Policing to plan for the transition to a new training framework for new recruits once the current initial Police Learning Development Programme expires?

Answer for Police Training[The Mayor](#)

Last updated: 18 September, 2018

The MPS has been working closely with the College of Policing over the last two years on both the design and now implementation of the new routes of entry under the Policing Educational Qualifications Framework (PEQF).

The MPS has assisted in shaping the new National Policing Curriculum in order to ensure that it is relevant to the demands of modern policing. Therefore, the existing Initial Police Learning Development will transition into the new Police Constable Degree Apprenticeship and Degree Holder Entry Programmes.

|

Human Intelligence Sources**Question No: 2018/2191**[Unmesh Desai](#)

How does the Metropolitan Police Service conduct risk assessments with regard to the use of juveniles used as covert intelligence sources?

Answer for Human Intelligence Sources[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Human Intelligence Sources[The Mayor](#)

Last updated: 25 September, 2018

The College of Policing has produced a national procedure for this area of policing. When compiling risk assessments, the Met follows this national procedure and complies with all statutory requirements and relevant guidance.

Antique Guns

Question No: 2018/2192

[Unmesh Desai](#)

Will the Mayor join the West Midlands Police and Crime Commissioner, David Jamieson, who has called for the Government to make it harder for criminals to get their hands on antique guns which are turned into deadly weapons?

Answer for Antique Guns

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Antique Guns

[The Mayor](#)

Last updated: 01 October, 2018

The Met and I support strongly the request by the West Midlands PCC for the Government to make it harder for criminals to obtain and misuse antique firearms. Criminals are exploiting a loop-hole in the law to purchase handguns deemed by the Home Office to be of obsolete calibre. Firearms deemed as such can be purchased without a licence or any form of documentation. Once purchased, ammunition is being made illegally for use in these guns. Restrictions or controls should be placed on the purchase of antique firearms, or firearms, regardless of whether the calibre is obsolete, and the components parts required to manufacture ammunition.

101 Calls

Question No: 2018/2193

[Unmesh Desai](#)

What has been done to improve the call answer times of the 101 services? Have overall staffing levels of call handlers increased or decreased over the last 6 months?

Answer for 101 Calls

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 101 Calls

[The Mayor](#)

Last updated: 25 September, 2018

In response to an increase in 101 calls, which is a national phenomenon, the MPS has sought to modernise non-emergency contact options and now offers a range of telephone and digital channels.

The new service offer includes:

a new MPS Website offering help, advice, contact and incident reporting;

Social Media;

For those calling 101, a new menu option that responds to the most common enquiries providing advice, live call transfer to the responsible unit or, when required, to a Police Operator.

These measures have increased Londoners choice, and are helping to reduce call waiting times.

Overall staffing levels have significantly increased over the past 6 months with the number of vacancies falling from 270 to 130.

The MPS continues to recruit new staff to fill vacancies. Further intakes continue every month, subject to successful vetting and security clearances.

A further recruitment campaign is planned from late September to attract and employ additional call handlers for the start of the 2019/20 financial year.

|

Closure of Frank Wang's Coffee Stand - Bethnal Green Tube Station **Question No: 2018/2194**

[Unmesh Desai](#)

Frank Wang has had his power supply removed by Transport for London and his livelihood is currently jeopardised until a solution that allows him to continue to trade is found. Could the Mayor please advise what discussions he has had with TfL to resolve the issue? Could you please advise the timescales for any proposed action?

Answer for Closure of Frank Wang's Coffee Stand - Bethnal Green Tube Station

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Closure of Frank Wang's Coffee Stand - Bethnal Green Tube Station

[The Mayor](#)

Last updated: 25 September, 2018

I am pleased say Transport for London has now resolved the issues, allowing Mr Wang to continue to trade.

Arrangements are being made with Mr Wang to ensure he has a suitable coffee cart and can continue trading next to Bethnal Green Tube station.

|

Legal services and Brexit**Question No: 2018/2196**[Andrew Dismore](#)

Reports suggest that companies are changing contracts to ensure disputes are heard in the EU rather than the UK courts; what are the implications for this for London's economy?

Answer for Legal services and Brexit[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Legal services and Brexit[The Mayor](#)

Last updated: 24 October, 2018

Legal services generated £31.5bn for the UK economy in 2016.

Businesses surveyed by Thomson Reuters have said that a no-deal Brexit would result in legal disputes heard in the UK being taken elsewhere.

This is another reason why the Government should rule out no deal, and negotiate on the basis of continued access to the single market and customs union; which is in the best interests of the UK and London economy.

Londoners in debt**Question No: 2018/2197**[Andrew Dismore](#)

The increase in interest rates in August is likely to push increasing numbers of Londoners into debt, particularly as many are now borrowing to pay for necessities. There is also talk of another rise before we leave the EU. What action are you taking to help Londoners with this increase?

Answer for Londoners in debt[The Mayor](#)

Last updated: 18 September, 2018

There are many things that need to change to make London and the UK a more financially inclusive society. Some of these are outside of my direct control, such as the way financial service providers are regulated and the way debt, money and pension advice services are commissioned by the government and its agencies. The action I am taking is launching my Good Work Standard, which will promote the uptake of payroll-deducted loans and membership of credit unions, and I am also planning a summit to identify how City Hall can best support partners to improve the financial health and education of young Londoners.

Cost of Living

Question No: 2018/2198

[Andrew Dismore](#)

Wages are not rising as fast as the cost of living and over half of Londoners in poverty are in a working family. What can the Government do to support your aim to make London a more affordable city to live in?

Answer for Cost of Living

[The Mayor](#)

Last updated: 18 September, 2018

For most Londoners, housing represents the single biggest element of the cost of living. My housing strategy, published earlier this summer, sets out five areas in which the government needs to act in order to make housing more secure and affordable, including: securing land for new homes; introducing a major, long-term affordable housing funding settlement; empowering municipal governments to deliver new homes by devolving planning powers and skills funding; working with us to put in place a new model for private renting; and tackling homelessness and its root causes by properly resourcing local authority homelessness departments and urgently reviewing welfare reform measures that are reducing the incomes of so many Londoners.

For my part, I have committed to make London more affordable for low-income Londoners. To do this I have secured over £4.8 billion of government funding to start 116,000 affordable homes by 2022. I have also frozen TfL fares and introduced the hopper fare, and my Energy for Londoners programme is helping to reduce energy costs.

Through my Good Work Standard I will be encouraging London's employers to do more to help their employees meet the cost of living by - for example - paying the London Living Wage or offering interest free loans for season tickets, childcare deposits or rental deposits.

London Living Wage

Question No: 2018/2199

[Andrew Dismore](#)

Can you name the London boroughs which are London Living Wage accredited? Will you meet with the boroughs that are not accredited to tell them the benefits of paying the London Living Wage?

Answer for London Living Wage

[The Mayor](#)

Last updated: 18 September, 2018

There are currently 16 London Living Wage accredited boroughs: Brent, Camden, Croydon, City of London, Ealing, Enfield, Greenwich, Hackney, Hammersmith and Fulham, Hounslow, Islington, Lambeth, Lewisham, Southwark, Tower Hamlets and Waltham Forest.

My officers are working to engage and involve more London boroughs in adopting my Good Work Standard, including the London Living Wage, through London Councils. I will also continue to raise this in my ongoing engagement with boroughs.

|

Gender pay gap

Question No: 2018/2200

[Andrew Dismore](#)

What action can London's businesses take to close the gender pay gap and how are you supporting them to achieve this?

Answer for Gender pay gap

[The Mayor](#)

Last updated: 18 September, 2018

The gender pay gap in London has only closed by 0.5 percent in the last 20 years; this is unacceptable. I am committed to closing the gender pay gap across the GLA group, and to lead by example in doing so.

Through my Good Work Standard, I hope to influence London's employers to create more high-quality, flexible work opportunities so that women can progress in their chosen careers. I have published both gender and ethnicity pay gaps, and will work with employers to follow suit. For example, the Our Time sponsoring programme will create a practical toolkit for how other London employers can support women into leadership roles.

The cost and availability of flexible, high-quality childcare is often a barrier to women entering the workforce and in order to help families with this cost we have created the Childcare Deposit Loan scheme to help parents tackle the upfront costs of securing a childcare place; a recognised barrier to for many families.

I have also improved senior leader and board level diversity across the GLA group, signalling to other employers my commitment to this issue.

|

London Living Wage and Brexit

Question No: 2018/2201

[Andrew Dismore](#)

Will a no-deal scenario impact the ability of employers to pay the London Living Wage?

Answer for London Living Wage and Brexit

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for London Living Wage and Brexit[The Mayor](#)

Last updated: 24 October, 2018

It might. Our independent economic impact assessments released earlier this year showed that the harder the Brexit, the worse the economic impact for the UK and London.

The Government should therefore rule out no deal, and negotiate on the basis of continued access to the single market and customs union; which is in the best interests of the UK and London economy.

Social Value Act**Question No: 2018/2202**[Andrew Dismore](#)

I welcome that, as part of the implementation of your Responsible Procurement Policy, the GLA Group is exploring the possibility of setting a minimum threshold for social value. When do you expect to conduct this research?

Answer for Social Value Act[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Social Value Act[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) is currently undertaking this research. The findings and recommendations will be considered by the Greater London Authority's (Collaborative Procurement Board) at its next meeting, which is expected to take place in October.

Following this, TfL will support the GLA Group Functional Bodies to implement the approach agreed by the Board.

|

London Living Wage and Premier League football clubs**Question No: 2018/2203**[Andrew Dismore](#)

Now that the new football season has begun, which Premier League clubs in London that have not yet gained London Living Wage accreditation have you written to and what was their response?

Answer for London Living Wage and Premier League football clubs[The Mayor](#)

Last updated: 18 September, 2018

I have been clear that I want all Premier League Football clubs in London to become Living Wage accredited and have previously written to them asking them to pursue accreditation. Currently, the only London clubs accredited are Chelsea and West Ham. However, after a recent exchange of letters about the importance of the Living Wage with the Chairman of Fulham FC, Shahid Khan, I was delighted to hear that Fulham is now working towards its Living wage accreditation. I will continue press upon the other non-accredited clubs the importance of doing the responsible thing and becoming London Living Wage employers.

|

Good Work Standard

Question No: 2018/2204

[Andrew Dismore](#)

When do you expect to launch the Good Work Standard?

Answer for Good Work Standard

[The Mayor](#)

Last updated: 18 September, 2018

My officers are currently working to finalise the Good Work Standard and develop the supporting functions of the programme. While a date has not been set yet, the Good Work Standard is planned to be launched later this year.

|

Night time economy curfew (1)

Question No: 2018/2205

[Andrew Dismore](#)

What impact will London Borough of Hackney's decision to implement a curfew have on London's night time economy?

Answer for Night time economy curfew (1)

[The Mayor](#)

Last updated: 18 September, 2018

The London Borough of Hackney introduced a new Statement of Licensing Policy on 1 August 2018. The policy contains a new core hours policy. Hackney Council has stated that the core hours policy should not be seen as a blanket approach, and assured businesses that these are guideline hours and do not constitute a 'curfew'.

Hackney's night-time is the envy of the world, making a significant contribution to London's night time economy, which contributes £26.3bn to the UK economy. It is vital that the vibrancy of London's night time economy is protected, while making sure it works for residents, visitors and workers.

My Night Czar will continue to protect and champion London's night time economy and culture, and will continue to work closely with Hackney to assess and monitor the impact of Hackney's latest Statement of Licensing Policy.

|

Night time economy curfew (2)

Question No: 2018/2206

[Andrew Dismore](#)

What evidence is there that a curfew will reduce anti-social behaviour in London's night time economy?

Answer for Night time economy curfew (2)

[The Mayor](#)

Last updated: 18 September, 2018

As the London Assembly's report 'Respecting others: tackling antisocial behaviour' points out, antisocial behaviour is a complex issue and there is no single solution to tackling the behaviour itself and its underlying causes. Effective partnership working between local authorities, the police, businesses, community organisations and residents is essential to identifying a range of interventions, appropriate to the situation.

In respect of the impact of curfews, neither the GLA nor MOPAC have undertaken, nor commissioned, research on the efficacy and impact of curfews in tackling antisocial behaviour and on the night time economy.

|

Night time economy curfew (3)

Question No: 2018/2207

[Andrew Dismore](#)

What do you think is the best way to reduce anti-social behaviour in London's night time economy?

Answer for Night time economy curfew (3)

[The Mayor](#)

Last updated: 18 September, 2018

As the London Assembly's report 'Respecting others: tackling antisocial behaviour' points out, there is no single solution to tackling anti-social behaviour. Effective partnership working between local authorities, the police, businesses, community organisations and residents is essential to identifying a range of interventions, appropriate to the situation.

Anti-Social Behaviour was identified in the consultation for the Police and Crime Plan as an important issue in every borough, which is recognised through MOPAC's direct funding to boroughs to tackle local priority issues.

|

Rogue Landlords register**Question No: 2018/2208**[Andrew Dismore](#)

How many rogue landlords are listed on your register per borough?

Answer for Rogue Landlords register[The Mayor](#)

Last updated: 18 September, 2018

The Rogue Landlord and Agent Checker contains details of 968 offences issued to 572 landlord or agents. The ten boroughs that do not appear in Appendix 2018/2208 will upload their offences shortly.

Petrol Stations**Question No: 2018/2210**[Andrew Dismore](#)

Can you provide details of how many petrol stations have each borough lost in the last 5, 10 and 15 years?

Answer for Petrol Stations[The Mayor](#)

Last updated: 18 September, 2018

The London Development Database lists 81 developments completed on sites of petrol stations and service stations between 01/04/2004 and 31/03/2018. 52 of these were completed in the years 2004/05 to 2007/08, 19 between 2008/09 and 2012/13 and 10 between 2013/14 and 2017/18. Please see Appendix 2018/2210.

CS11**Question No: 2018/2211**[Andrew Dismore](#)

What is the present position on CS11, including the start date for works at Swiss Cottage, and the park gate closures?

Answer for CS11[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for CS11[The Mayor](#)

Last updated: 01 October, 2018

I am hugely disappointed that the construction of CS11 at Swiss Cottage, which had been due to start on 30 July, has been delayed by a judicial review challenge brought by Westminster City

Council and heard on 6 September.

We await the Court's judgment, but I remain committed to CS11 and the improvements it would bring for pedestrian and cyclist safety.

The proposed works at Swiss Cottage would transform a 1960s urban motorway into a place for people with huge benefits for pedestrians, a safe route for cycling, and support for London's bus network. CS11 would be a vitally important addition to London's cycle network, and it remains my intention to deliver the entire route for Londoners as soon as possible. Transport for London is continuing to work hard to ensure this happens.

Hampstead Heath Overground station

Question No: 2018/2212

[Andrew Dismore](#)

Further to your answer to Question No: 2018/1786 on an ATM at Hampstead Heath Overground station, what assessment have you made of customer demand and what efforts have been made to secure an agreement with the ATM provider?

Answer for Hampstead Heath Overground station

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Hampstead Heath Overground station

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) has now contacted their ATM provider who has confirmed that an ATM at this location is not commercially attractive to them. In addition to this, TfL has looked at the possibility of installing a stand-alone ATM at this station with an alternative supplier. Unfortunately, TfL has been told by the supplier that there is insufficient space to install such a machine given the proximity of the ticket gates and due to passenger flows in the area.

240 Bus

Question No: 2018/2213

[Andrew Dismore](#)

Metroline (with the permission of Transport for London) has reduced the service of the 240 bus from high-frequency - about every 7 minutes to low-frequency - to about every 14

minutes. As this bus service was a key factor in your approval of the planning application for the former NIMR building Mill Hill, being the only public transport link in an area that is categorised as having the lowest PTAL rating, will you arrange for the high frequency service to be restored?

Answer for 240 Bus

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 240 Bus

[The Mayor](#)

Last updated: 25 September, 2018

From Saturday 7 July 2018, Transport for London (TfL) reduced the frequency of bus route 240, which runs between Golders Green and Edgware via Mill Hill. Buses now run every 15 minutes on Monday to Saturday daytimes. Previously they were every 12 minutes.

This change was to more closely match demand. Between 2016 and 2018, daily usage on route 240 decreased by 7 per cent on Mondays to Fridays and by 3 per cent on Saturdays. TfL's analysis shows that, at the busiest point of the route, during the busiest part of the day, four buses per hour are sufficient to meet demand.

TfL reviewed the forecast demand for the development at the former National Institute for Medical Research building. They found that there will still be spare capacity on route 240, even at the reduced frequency of four buses per hour.

TfL will continue to keep route 240 under review to ensure that adequate capacity is provided for both current demand and new developments.

|

20MPH speed limits**Question No: 2018/2214**

[Andrew Dismore](#)

The move towards 20MPH speed limits on Transport for London (TfL) road is welcome; what resources will be available to enforce the lower limits on TfL roads and what resources are available to enforce speed limits in the boroughs who have also introduced 20 MPH limits?

Answer for 20MPH speed limits

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 20MPH speed limits

The Mayor

Last updated: 25 September, 2018

Lowering speeds is one of the most important things that can be done to make our streets safer. A person is about five times less likely to be fatally injured if hit at 20mph than at 30mph.

Transport for London (TfL) has developed a progressive speed limit policy for its road network, which will see it engaging on 20mph becoming the default speed limit within the central London Congestion Charging zone, as well as in other locations and town centres across London.

For the majority of drivers, a well-designed street environment with an appropriate speed limit will be sufficient for them to comply with the law. Therefore TfL's implementation of 20mph limits will, where appropriate, be accompanied by a change in the look and feel of the roads. Marketing and education will also be useful tools in increasing compliance.

Another effective measure at regulating speeds and reducing casualties is Intelligent Speed Assistance technology in vehicles. All buses will be fitted with Intelligent Speed Assistance by 2022, which will help to regulate the speeds of all traffic on bus routes.

Where people flout speed limits, the police will continue to enforce the law. Speed enforcement is carried out by the Metropolitan Police Service (MPS), which carries out speed enforcement on TfL and on borough roads. The MPS enforces all speed limits, including 20mph, where there is a risk to road users from non-compliance. Enforcement is risk based and intelligence led. In 2016, the MPS issued 12,251 tickets for speeding offences in 20mph limits.

Alongside police enforcement, TfL also runs Community Roadwatch, which sees volunteers working with local policing teams to identify speeding vehicles in their communities, including many 20mph roads. Volunteers measure the speeds of vehicles, and those breaking the limit have their details recorded, with drivers receiving a police warning in the post. Community Roadwatch runs in every borough in London, and to date, more than 30,000 warning letters have been sent to speeding drivers as a result of this initiative.

|

Barking to Gospel Oak Line

Question No: 2018/2215

[Andrew Dismore](#)

Further to your answer to Question No: 2018/1860, I understand that you are mistaken in much of your reply. There have been no additional trains operating "temporarily" on the Barking to Gospel Oak line. The five trains in question (PIXC-busters) have operated since 2013 and until 19 May this year appeared in the published timetable. When these trains did not appear in the 20 May summer 2018 timetable, the Director of Rail gave an assurance that the trains would continue to run until the electric trains arrived in public service. However, these trains ceased to run after 29 June. This is because one of the eight 2-car

diesel trains (172 002) that maintained the Barking - Gospel Oak service had been transferred to West Midlands Trains in Birmingham. The drivers' diagrams (duties) for these five trains were withdrawn on 1 July. Since then London Overground has not had enough rolling stock to run the current published timetable reliably, with 20 cancellations occurring on Sunday 22 July, for example. London Overground can clearly no longer operate the five trains in question, contrary to your assurances, so what can be done to sort out this service?

Answer for Barking to Gospel Oak Line

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Barking to Gospel Oak Line

[The Mayor](#)

Last updated: 01 October, 2018

As you are aware, I am investing over £300m in 54 new state-of-the-art, British-built, London Overground trains. They will be an important addition to London's transport network and will help boost capacity on some of the most busy and popular lines, starting, by November, with the Gospel Oak to Barking line.

TfL had expected the trains to be here before the May timetable change and continues to challenge the manufacturer about delivery.

Once it became clear that the trains would not be operating in time for the May timetable change, TfL made plans to retain the current train stock, and committed to running the additional services you refer to at a similar frequency, wherever possible, ahead of the arrival of new electric trains. As you state, TfL operated additional services until the end of June.

Unfortunately, the existing diesel trains have been becoming less reliable as they were due to be overhauled before their next deployment, which has had to be delayed. TfL has therefore recently seen more problems than it had expected with train availability. Furthermore, one of the two additional 'spare' trains in the diesel fleet has had to be sent away for refurbishment as part of the arrangement to retain the trains.

To help address these challenges, on 3 September, TfL and Arriva Rail London introduced a bus service to supplement the regular four train per hour timetable in order to provide additional capacity at the busiest stations and times.

TfL has apologised to customers for the disruption that the delay to the new trains has caused, and continues to press the manufacturer of the trains, Bombardier Transportation, for delivery at the earliest possible date.

Change of rules governing the Central London Congestion Zone

Question No: 2018/2216

[Andrew Dismore](#)

A constituent has written to me, who bought a Toyota Yaris Hybrid which, with 75mg or less of CO2 emissions, currently qualifies for a 100% exemption from the congestion charge. However, as it is not wholly electric and therefore cannot run for 20 minutes without emissions, under the proposed new rules, it will no longer be exempt after the proposed start date of the new rules in April 2019. He does not have the option to buy a 100% electric car, as he lives in the heart of Hampstead without off-street parking, and there is no provision for charging points for residents like him. Is it fair that residents who bought vehicles in good faith under the old rules should be given such short notice of the need effectively to dispose of their vehicles; and could existing owners of such vehicles be given at least a further 2 years of grace before suffering removal of the current Congestion Charge exemption, which was the methodology adopted the last time the emission rules were tightened?

Answer for Change of rules governing the Central London Congestion Zone

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Change of rules governing the Central London Congestion Zone

[The Mayor](#)

Last updated: 01 October, 2018

There is an urgent need to improve air quality and address congestion in central London. The Congestion Charge has always offered a 'green discount' to encourage those who need to drive in the zone to do so using less polluting vehicles. It has been updated over time to reflect the changing vehicle market.

The criteria of the 'green discount' was last modified in 2013, and the number of eligible vehicles has risen rapidly, putting the congestion-reducing benefits of the Congestion Charge scheme at risk. Further to this, the discount requires updating in readiness for the introduction of the Ultra Low Emission Zone in 2019. For these reasons, Transport for London (TfL) is proposing to replace the Ultra Low Emission Discount (ULED) with a new, phased Cleaner Vehicle Discount (CVD). The phasing enables people to make their travel and vehicle purchases with knowledge of future requirements. 90 per cent of vehicles that are currently registered for the ULED will continue to be eligible for the first phase of the CVD, so it has been proposed to not offer a specific ULED sunset period.

TfL is working with boroughs to deliver additional on-street charging infrastructure, with a target of delivering 300 Rapid Charging Points (RCPs) by the end of 2020. TfL has already supported the installation of over 100 RCPs in London, and there are another 55 publicly available RCPs funded and operated by third parties. TfL has also been awarded £13m of funding from the Government's Go Ultra Low Cities Scheme, designed to drive the uptake of ultra-low emission vehicles. Some of this funding will go towards increasing charging

infrastructure and the roll out of RCPs. The London Borough of Camden has successfully applied for a portion of this funding.

Tube noise Mornington Crescent

Question No: 2018/2217

[Andrew Dismore](#)

Residents who live near Mornington Crescent tube station are still suffering tube generated noise pollution many months after first complaining of it, and despite remedial works; what will Transport for London do, and when, to eliminate this noise, apparently from the Northern Line Charing Cross branch?

Answer for Tube noise Mornington Crescent

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Tube noise Mornington Crescent

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) takes all noise complaints very seriously and in this case has responded by conducting a significant amount of remedial work in the Mornington Crescent area. This has included the installation of resilient track fastenings on the Bank branch which has reduced noise readings by approximately 10dB in most properties. There are some properties where the noise reduction has not been as significant as expected.

As a result, TfL will be extending resilient track fastening on the southbound direction of the Bank branch in September 2018. In addition, TfL will be removing some rail joints on the Charing Cross branch which should further reduce the noise experienced by some residents. TfL aims to complete this work in October 2018. TfL continues to work alongside industry and academia to further understand noise and vibration and to trial new products and solutions.

|

Falldon Way, A1

Question No: 2018/2218

[Andrew Dismore](#)

There was yet another fatal accident on the A1 at Falldon Way on 9 August 2018. Local residents and I have consistently flagged our concerns about safety all along Falldon Way, from the junction with Brookland Rise to Ossulton Way, but Transport for London refuses to take any action. Will you ask them to look at safety here, and now come up with a set of proposals to make the road safe for all road and pavement users?

Answer for Falloden Way, A1[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Falloden Way, A1[The Mayor](#)

Last updated: 01 October, 2018

I was deeply saddened to hear of the tragic death of Dawid Szadowski in August. My thoughts are with his friends and family. I am committed to do everything in my power to make London's streets safer. This is why I have adopted the ambitious goal of Vision Zero – the elimination of all deaths and serious injuries from London's streets by 2041.

Following the fatalities in 2017, and in response to stakeholder feedback, Transport for London (TfL) undertook speed and pedestrian movement surveys to investigate whether excessive speeding was an issue in this area. The result of the speed survey showed that the average speed along this stretch of road was already below the legal speed limit of 30mph. TfL is now looking at other potential ways to prevent future collisions, for example, whether changes to the road layout would improve safety.

In light of the recent fatal collision, TfL is working closely with the Metropolitan Police as they carry out their investigation. Through this, TfL will seek to identify any measures that could reduce road danger along this stretch of road.

I understand you are attending a site visit in early October with TfL so that you can discuss your concerns in person. I will ask TfL for an update following that visit.

Tube noise, Northern Line near Finchley Central**Question No: 2018/2219**[Andrew Dismore](#)

Many residents have complained about the almost continuous (every two or three minutes) extremely loud and prolonged screeching noise coming from the Northern Line near Finchley Central at all hours the tube is operating. The prime source of this noise appears to be the bend in the track north-east of Finchley Central, but also along the tracks that have been replaced, both on the Barnet and Mill Hill East lines. This noise started after the bank holiday engineering works this year, during which Transport for London replaced the track bed with granite ballast, replaced the northbound rails, and installed new concrete sleepers. Automated train operation may be exacerbating the noise as trains approach the corner more aggressively than before. What will you do to tackle this noise which is the result of Transport for London's own works without consideration of the impact on residents nearby?

Answer for Tube noise, Northern Line near Finchley Central[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Tube noise, Northern Line near Finchley Central

[The Mayor](#)

Last updated: 01 October, 2018

TfL engineers consider any possible noise and vibration implications before undertaking all track renewals.

In the Finchley Central area, the cause of the noise is the result of the interaction between the wheel and the rail. This type of noise is difficult to predict, however TfL's view is that it has been exacerbated by this summer's hot and dry weather rather than the use of Automatic Train Operation on this line. This type of sound primarily occurs on manually driven lines such as the Piccadilly and Bakerloo lines.

TfL is commissioning the installation of a top-of-rail friction modifier (a substance which improves the interaction between the wheel and the rail) with the aim of reducing the sound at this curve. The installation is planned to be complete by November 2018.

Tube noise

Question No: 2018/2220

[Andrew Dismore](#)

How many sites are there and where, with outstanding residents' complaints about excessive tube noise? In relation to each site, how many complaints are there; and in relation to each site, what is the timescale for remedial measures to take place; and in relation to which sites have Transport for London given up and residents have to grin and bear it?

Answer for Tube noise

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Tube noise

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) is fully committed to tackling Tube Noise and has not "given up" at any location.

There are currently 13 Tube Noise 'hotspots'. These are sites with four or more ongoing complaints. In each case TfL is working to mitigate noise issues.

These sites are located as follows:

West Finchley to Finchley Central

Closed complaints - 3

Ongoing complaints - 59

Mitigation - Installation of friction modifier (a substance which improves the interaction between the wheel and the rail).

Resolution date - October 2018

Warren Street to Oxford Circus

Closed complaints - 15

Ongoing complaints - 13

Mitigation - Track work (including hand grouting) undertaken - follow-up readings taken and analysis ongoing.

Resolution date - September 2018

Victoria to Pimlico

Closed complaints - 32

Ongoing complaints - 10

Mitigation - Track work (including work to improve the condition of the sleepers) ongoing. Follow-up readings taken upon completion.

Resolution date - September 2018

Kennington Loop

Closed complaints - 8

Ongoing complaints - 9

Mitigation - Continuing to evaluate different options

Resolution date - Ongoing

Bethnal Green to Liverpool Street

Closed complaints - 18

Ongoing complaints - 8

Mitigation - New rail to be installed

Resolution date - October 2018

Highbury & Islington to King's Cross St. Pancras

Closed complaints - 31

Ongoing complaints - 7

Mitigation - New rail to be installed

Resolution date - December 2018

South Wimbledon to Morden

Closed complaints - 10

Ongoing complaints - 7

Mitigation - Resilient track fastenings installed and track work carried out. Further track investigation to be carried out.

Resolution date - November 2018.

Walthamstow Central to Blackhorse Road

Closed complaints - 18

Ongoing complaints - 7

Mitigation - Installation of friction modifier.

Resolution date - December 2018

Baked Street to Bond Street

Closed complaints - 6

Ongoing complaints - 7

Mitigation - New rail installed. Follow-up readings to be taken shortly.

Resolution date - October 2018

Golders Green to Hampstead

Closed complaints - 1

Ongoing complaints - 7

Mitigation - Rail joint removal.

Resolution date - October 2018

Wanstead to Leytonstone

Closed complaints -16

Ongoing complaints - 6

Mitigation - New rail and resilient track fastenings installed. Continuing to monitor noise levels.

Resolution date - Ongoing

Kennington to Oval

Closed complaints - 2

Ongoing complaints - 5

Mitigation - Evaluating different options.

Resolution date - Ongoing

Barbican to Moorgate

Closed complaints - 16

Ongoing complaints - 4

Mitigation - Track renewal.

Resolution date - Ongoing

TfL also recently carried out Tube noise related works between Kentish Town and Camden Town, Southfields to Wimbledon Park, Notting Hill Gate to Holland Park, and Camden Town to Euston, which were previously 'hotspots'.

TfL will continue to examine all feasible means of minimising noise and disturbance to residents. In areas where noise cannot currently be further reduced, TfL will continue to actively work with suppliers and noise experts to innovate and develop new technologies to improve noise levels across the network.

|

Tube temperatures

Question No: 2018/2221

[Andrew Dismore](#)

This summer, passengers on some tube lines experienced temperatures over 30 degrees. Do you have a plan to ensure all carriages will in the future have air conditioning?

Answer for Tube temperatures

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Tube temperatures

[The Mayor](#)

Last updated: 25 September, 2018

I know that travelling on some tube lines can be very uncomfortable during periods of hot weather, which is why Transport for London (TfL) is investing millions of pounds to make the Tube cooler.

There are currently 192 air-conditioned trains serving 40 per cent of the network, on the Circle, District, Hammersmith & City and Metropolitan lines. As part of the next phase of the Upgrade Programme, passengers will benefit from walk-through fully air-cooled carriages on the Piccadilly, Bakerloo, Central and Waterloo & City lines. The Piccadilly line will be upgraded first, with new trains delivered between 2023 and 2026.

The Victoria, Jubilee and Northern lines were all upgraded more recently, and the trains benefit from regenerative braking, which puts less heat into the tunnels.

In the meantime, Transport for London (TfL) is investing millions of pounds to make the Tube cooler for customers. There are enhanced tunnel ventilation systems on the Victoria, Northern and Jubilee lines. And, on the older parts of the network, which have fewer ventilation shafts, TfL have introduced a range of station cooling systems including large fans and chiller units to pump in cold air.

From next year, the Elizabeth line will open through central London, completely transforming travel across the city with quicker and more comfortable journeys, with the new trains all air conditioned.

From 2022, the Docklands Light Railway will also get new air-conditioned trains.

|

Bus temperatures

Question No: 2018/2222

[Andrew Dismore](#)

This summer passengers on the so called 'Boris Bus' new Routemasters experienced very high temperatures. Do you have a plan to deal with this?

Answer for Bus temperatures

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bus temperatures

[The Mayor](#)

Last updated: 01 October, 2018

New Routemasters have air cooling and opening windows in the upper and lower decks to reduce temperatures and improve air flow. They also have white roofs and insulation to reflect heat, and tinted windows to reduce the warming effect of the sun's rays.

I've asked Transport for London to work closely with the bus operators to ensure these measures are working properly ahead of next summer and continue looking for any opportunities to make vehicles more comfortable.

Accident hotspots**Question No: 2018/2223**[Andrew Dismore](#)

Further to question 2015/4136, could you provide a list of the ten most dangerous junctions in terms of pedestrian injury per London Assembly constituency. For 2014-2016 and 2016-2018 please?

Answer for Accident hotspots[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Accident hotspots[The Mayor](#)

Last updated: 01 October, 2018

My Transport Strategy sets out my Vision Zero goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. The Safer Junctions programme, as outlined in my Vision Zero action plan <http://content.tfl.gov.uk/vision-zero-action-plan.pdf>, targets the junctions in London where the greatest numbers of people have been killed or injured while walking, cycling or riding a motorcycle. This includes a risk-based approach to identifying new junctions to add to the programme, so that it always focuses on the highest risk junctions.

We are accelerating the Safer Junctions programme, so that improvements at 33 junctions will either be consulted on or completed by 2023, including Lambeth Bridge North, Waterloo IMAX, and Highbury Corner.

The information provided in Appendix A is a simple rank of the number of pedestrian casualties, by junction and London Assembly constituency, for the three year period 2014 to 2016. This is the most recent finalised set of figures available from the police. Figures for 2017 are scheduled to be published alongside the national dataset in autumn 2018. A number of the locations identified in the appendix will be addressed by the Safer Junctions programme and are either complete, in progress or planned.

274 bus routes**Question No: 2018/2224**[Andrew Dismore](#)

Metroline (with the permission of Transport for London) intend on replacing the single decker 274 bus with double-deckers. This has been done without consultation, and poses major complaints in areas such as Agar Grove in Camden, where trees have been trimmed back and enabling work has started. Will you ask TfL to reconsider this decision, and do a proper assessment of the impact of the decision, taking into account the strength of the road to take heavier vehicles, and the impact on water pipes, of which several have already burst locally due to other heavy construction vehicle traffic?

Answer for 274 bus routes[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 274 bus routes[The Mayor](#)

Last updated: 01 October, 2018

Buses will change from single to double-deck vehicles on the 274 because of the rising demand for services on weekends, as well as wider air quality initiatives to introduce ultra-clean vehicles to this part of London. Different vehicle types are only introduced on suitable roads in line with highway requirements, working with boroughs to make minor road layout modifications if necessary.

The 274 route has been tested in line with Transport for London's (TfL's) normal procedures and deemed suitable to run double deck vehicles. However, since the route test, some trees have grown over the road and now need to be pruned. TfL has notified residents of these proposed changes.

As TfL makes so many adjustments to the bus network to ensure capacity matches demand, it cannot consult every time there is a change to service frequencies or vehicles. However, the TfL website is also regularly updated with any changes to bus services <https://tfl.gov.uk/modes/buses/bus-service-changes>. TfL is also working to get better at informing local stakeholders of such changes. It has been engaging with officers from Camden Council regarding the 274, and will continue to work with them to resolve any issues raised by residents.

Using double deck buses is a more efficient use of road space, reduces the number of trips per hour thus slightly reducing congestion and improving air quality. It also provides additional resilience at weekends when large groups travel to and from London Zoo.

Dogs trapped in cars**Question No: 2018/2225**[Andrew Dismore](#)

What advice are you giving to those who see dogs left unattended in hot cars?

Answer for Dogs trapped in cars[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Dogs trapped in cars[The Mayor](#)

Last updated: 25 September, 2018

As the owner of a dog it is always concerning to read of incidents where dogs have unnecessarily suffered from having been left in a car in hot weather. I have not offered advice as Mayor on this issue, as animal welfare does not fall under my remit at City Hall, but the media and animal charities have highlighted the dangers of leaving dogs in hot cars, even for just a very short amount of time, and it is advice I hope all owners of dogs take heed of.

Stirling Corner

Question No: 2018/2226

[Andrew Dismore](#)

Could I have an update on plans to improve pedestrian and cyclist crossing at Stirling Corner please?

Answer for Stirling Corner

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Stirling Corner

[The Mayor](#)

Last updated: 25 September, 2018

In March 2018, Transport for London (TfL) undertook a public consultation on a proposed pedestrian and cyclist crossing at Stirling Corner. TfL is finalising its response to the consultation which is due to be published later this month. This will include a decision on the planned next steps.

|

Road Safety in Whetstone

Question No: 2018/2227

[Andrew Dismore](#)

When will the negotiations between Barnet Council and Transport for London over road safety measures for the Sweets Way development affecting High Road/Friern Barnet Lane be started and completed?

Answer for Road Safety in Whetstone

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Road Safety in Whetstone

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London has been working with the Sweets Way developer to agree a signalised junction design, which Barnet Council now needs to approve.

Based on current progress, Barnet Council expects to approve the design before Christmas and for construction to begin in late spring.

|

Hate Preachers on Oxford Street

Question No: 2018/2228

[Andrew Dismore](#)

What steps are you taking to deal with hate preachers on Oxford Street, who harass tourists by repeating anti-Semitic slurs?

Answer for Hate Preachers on Oxford Street

[The Mayor](#)

Last updated: 18 September, 2018

In my Police and Crime Plan I committed to take a zero-tolerance approach to hate in all its form; this applies whether the incident occurs online or on our streets.

We rightly value free speech in this country, but where that crosses the line into hate speech and hate crime, then the police will respond accordingly.

The police have received a report of hate crime from a member of the public who reported hearing a group of men making anti-Semitic statements to the public on Oxford Street and the Police in Westminster are investigating this matter as a hate crime. I would urge anyone who has a concern about the actions of any individual or group anywhere on the streets of London to report those concerns to the police.

|

Judicial review on police station closures

Question No: 2018/2229

[Andrew Dismore](#)

What are the lessons for the Mayor's Office for Policing and Crime to learn about consultation from the Judicial review on police station closures?

Answer for Judicial review on police station closures

[The Mayor](#)

Last updated: 18 September, 2018

City Hall regularly carries out consultations on a wide variety of issues. Within MOPAC, recent examples include those which informed my Police and Crime Plan, the Knife Crime Strategy, and the Violence Against Women and Girls Strategy.

The recent Judicial Review into the Public Access Strategy highlighted internal record keeping and the structure of the consultation document as areas which could have been improved, and these lessons will be carried when considering future consultations.

|

Met Detectives

Question No: 2018/2230

[Andrew Dismore](#)

Further to your answer to Question No: 2018/1858 which indicated that the Met had 482 Detective Constable vacancies, how many passed out in the first cohort of direct entry detectives and how many are expected to do so in further cohorts following later this year?

Answer for Met Detectives

[The Mayor](#)

Last updated: 18 September, 2018

The first cohort of external trainee detective constables comprised of 43 recruits, who completed their initial training in late June 2018. Cohorts 2-6 comprised of a further 100 trainee detectives, some of whom are also now working on their BCUs and others are still in training.

Further intakes are planned in October & November 2018, which will bring in circa 80 recruits.

|

Moped crime in Camden

Question No: 2018/2231

[Andrew Dismore](#)

What is the present incidence of moped crime in Camden, compared to a year ago; and what steps have been taken to reduce this crime in Camden?

Answer for Moped crime in Camden

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Moped crime in Camden

[The Mayor](#)

Last updated: 01 October, 2018

As of mid-September 2018, there were 6% fewer moped offences this rolling year (3,858) compared to the previous (4,090).

In Camden, local officers have been conducting pro-active policing patrols, working closely with specialist Operation Venice officers and the local authority to reduce reoffending. The Metropolitan Police Service has also recently introduced a series of new and innovative tactics including forensic tagging, new purpose-built bikes and mobile, remote-control stingers to make the streets more hostile for criminals.

Police funding

Question No: 2018/2232

[Andrew Dismore](#)

The Leader of Barnet Council has said that police reserves should be used to fund police officers on an ongoing basis. Do you consider that this would be imprudent?

Answer for Police funding

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Police funding

[The Mayor](#)

Last updated: 01 October, 2018

Reserves held by MOPAC are categorised as general reserves for managing unexpected pressures, and earmarked reserves set aside for specific purposes, such as; statutory requirements, supporting the medium term budget and funding transformation and local change through delivering the MPS transformation programme. This supports much-needed investment to replace outdated technology, improving the effectiveness of officers, increasing productivity and driving future efficiencies.

In 2017/18, and 2018/19, where there have been police officer pay underspends in year, the underspend has been transferred to reserves and ringfenced to support officer numbers in the medium term. Using reserves will enable a more stable trajectory for workforce numbers and improve operational planning, albeit in the medium term only.

However, using reserves to fund police officers on an ongoing basis is not a sustainable strategy, as reserves are a one-off source of funding. Once the reserves have been utilised we will have exhausted our ability to fund the costs in the future. The Government needs to urgently invest in our police force so that we can significantly boost, rather than just maintain in the short term, police officer numbers.

Earmarked reserves have fallen from £373m at the end of 2014-15, to £154m at the end of 2017-18, which is a 59% reduction in level of reserves held. They are forecast to fall further to £20.8m by the end of 2020-21.

Appropriate Adults [1]**Question No: 2018/2233**[Andrew Dismore](#)

Will the Mayor's Office for Policing and Crime be adopting the recommendation made in Home Office's release of voluntary guidance on an 'Appropriate Adult PCC-Local Authority Partnership Agreement' for Police and Crime Commissioners to provide a demand profile for appropriate adults within their area?

Answer for Appropriate Adults [1][The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Appropriate Adults [1][The Mayor](#)

Last updated: 24 October, 2018

The provision of safe and effective police custody arrangements is vital to the work of the Metropolitan Police Service (MPS) and to the public's trust and confidence in the Service. That is why the MPS, my Office for Policing and Crime and local authority partners have been working in partnership to develop proposals for a shared approach to the provision of Appropriate Adult (AA) services.

The Government's voluntary partnership agreement endorses much of the work that has been undertaken in London. For example, we have established partnership arrangements in place for engaging with Adult and Children's Services, and the MPS has already compiled demand data for every borough, including temporal analysis and levels of demand for 'paid' service provision, which is informing discussions about the future model of provision with local authorities and others.

Of course, the London context is far different to elsewhere in the country and officers are working through how best to practicably address the recommendations in the Capital.

Appropriate Adults [2]**Question No: 2018/2234**[Andrew Dismore](#)

What would this arrangement look like in London given the Police and Crime Commissioner covers 32 different local authorities?

Answer for Appropriate Adults [2][The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Appropriate Adults [2]

[The Mayor](#)

Last updated: 25 September, 2018

The London context is far different to elsewhere in the country and working across 32 independent London boroughs does present some challenges in how to practicably address the recommendations in the Capital.

These are being factored into the ongoing discussions with the MPS and local authorities and this work is progressing well. Officers are working to achieve agreement across all 32 boroughs on a commissioning approach that aligns to the Metropolitan Police Service's geographical structures and that delivers consistent and high-quality provision across London.

|

Appropriate Adults [3]**Question No: 2018/2235**[Andrew Dismore](#)

The 32 London boroughs operate in a different context to other local authorities across England and Wales when providing/commissioning appropriate adult services. London boroughs are more closely tied together by geography and transport networks, their basic command units span multiple local authorities as a result of the borough mergers, custody suites often serve police units outside of the borough and the demand profile of individual boroughs for appropriate adult services may be low. As a result, there is scope for economies of scale to be realised if boroughs work together to provide/commission appropriate adult services. Given this unique context, what role does the Mayor's Office for Policing and Crime play in encouraging the provision/commissioning of appropriate adults across the 32 boroughs?

Answer for Appropriate Adults [3][The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Appropriate Adults [3][The Mayor](#)

Last updated: 25 September, 2018

I would refer you to my response to question 2234 in which I have described the progress that has been made to date.

My leadership and powers to convene partners through my Office for Policing and Crime have been influential in driving this work forward, together with the great efforts of the Metropolitan Police Service and local authorities.

|

|

Wanstead flats and other park fires**Question No: 2018/2236**[Andrew Dismore](#)

Following the Wanstead flats blaze and many other park fires made worse by the unusually hot and dry summer, have you had any discussions with the London Fire Brigade and relevant park authorities on creating natural fire breaks in London's open spaces to slow the spread of future fires?

Answer for Wanstead flats and other park fires[The Mayor](#)

Last updated: 18 September, 2018

Many open spaces in London already have fire breaks, including Wanstead Flats where they are maintained by the City of London Corporation. Fire breaks are areas where grassland is kept cut short to reduce fire risk and slow fire spread and are also made up of man-made areas such as carparks, paths and roads. Despite the fire breaks already in place at Wanstead Flats, the dry conditions led to rapid fire spread and fire crews saw the fire 'jumping' Centre Road, the A114, which runs through the grassland. Since the fire, London Fire Brigade has met with the City of London Corporation to discuss operational preparedness and response to grass fires in the future.

|

Drought preparedness (1)**Question No: 2018/2237**[Andrew Dismore](#)

The severe drought scoping study published in October 2017 made six recommendations covering research and risks, a full severe drought plan and exercise, and long-term preventative work. Please can you provide an update on the activities you have taken or encouraged partners to take to follow up these recommendations?

Answer for Drought preparedness (1)[The Mayor](#)

Last updated: 18 September, 2018

The London Resilience Partnership continues to develop preparedness for severe drought based on the recommendations in the October 2017 scoping study. A risk assessment for severe drought has been completed and will be published with the Community Risk Register when approved by the London Resilience Forum in early 2019. The assessment, and the recommendations from a strategic coordination summit on severe drought in April 2018, provide the basis for the development of a new severe drought response framework.

|

Drought preparedness (2)**Question No: 2018/2238**[Andrew Dismore](#)

Does the London Resilience Forum have a timeframe to update the 2015 Drought Response Framework?

Answer for Drought preparedness (2)[The Mayor](#)

Last updated: 18 September, 2018

The first meeting of the project group established to review the drought response framework was held in July 2018. The review will be completed by the summer of 2019 and overseen by the London Resilience Forum.

|

Heatwave resilience (1)**Question No: 2018/2239**[Andrew Dismore](#)

The summer 2018 heatwave emphasised the vulnerability of many hospitals and care homes that do not have facilities to cope with extreme heat. What discussions have you had with health and social care partners to improve the heat resilience of their facilities?

Answer for Heatwave resilience (1)[The Mayor](#)

Last updated: 18 September, 2018

My officers met with the Care Quality Commission (CQC) in August to discuss ways to improve the heat resilience of care homes. Public Health England were present at the meeting.

The CQC welcomed the meeting and agreed to the following:

- To raise awareness and seek to enhance the management of heat risk in care homes by including, as part of their inspection visits, where they think there is an issue, 'good practice' tips for improving heat resilience in care homes. The CQC uses five Key Lines of Enquiry when carrying out inspection visits on standards of care in care homes. This action would sit in their line of inquiry on 'effective' care.
- To provide their inspectors, and other stakeholders, with guidance about heat resilience, to mitigate heat risk to vulnerable residents in care homes, through their internal bulletin. This bulletin has a circulation list of 3,000 internally. The CQC has confirmed that this has been actioned and that it has also included links to the relevant guidance in its provider bulletins and on its external twitter feed. The guidance will also be distributed through the CQC's other networks.

My officers are also following up with Public Health England and the Association of Directors of Social Services to discuss ways to improve heat resilience at other facilities over and above care homes.

Heatwave resilience (2)

Question No: 2018/2240

[Andrew Dismore](#)

Have you considered making RE:FIT and RE:NEW funding available for carbon-neutral or saving schemes that also contribute to cooling buildings and places?

Answer for Heatwave resilience (2)

[The Mayor](#)

Last updated: 18 September, 2018

These programmes already consider issues related to cooling. The RE:FIT framework enables retrofit work which makes buildings more energy efficient and this can be for both heating or cooling as long as it saves energy and carbon. It includes, for example, thermal insulation and cooling and ventilation technologies.

RE:NEW advises housing providers on how to make homes more energy efficient, which can include measures relating to cooling such as passive-ventilation technology. RE:NEW has also integrated overheating risk advice into the RE:NEW retrofit risk toolkit to highlight potential overheating risks in homes being retrofitted.

|

Heatwave resilience (3)

Question No: 2018/2241

[Andrew Dismore](#)

What assurances have you received from the Government that EU funding for RE:NEW and RE:FIT will be maintained following Brexit?

Answer for Heatwave resilience (3)

[The Mayor](#)

Last updated: 18 September, 2018

The Government has already confirmed that EU-funded programmes will continue beyond Brexit, including in the event of a 'no deal' scenario, potentially until 2023.

|

Local Authorities and Failing Schools**Question No: 2018/2242**[Len Duvall OBE](#)

Thank you for your response to my MQ 2018/1806. I would appreciate if you could expand in some detail as to what you envisage the Local Authority role to be.

Answer for Local Authorities and Failing Schools[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Local Authorities and Failing Schools[The Mayor](#)

Last updated: 18 September, 2018

Local authorities have a vital role to play in maintaining the health of the local school system; this means supporting schools before things go wrong as well as providing challenge to schools on behalf of local pupils for fair access to school places.

Currently, if an academy school is failing it is for the Regional School Commissioner to support the school by working with the school individually or re-brokering to another academy sponsor. This too often leaves schools stuck in limbo, including when a local authority is ready to step in. It is therefore my view that the Department for Education (DfE) should level the playing field and allow schools to return to local authority control in a timely manner, especially if the local authority has a good record in school improvement.

I have also responded to the DfE consultation on home education and the Edward Timpson review on exclusions, and I am calling for local authorities to have oversight of both of these areas with appropriate funding to support these functions. Local authorities also have a very significant role in school place planning and provision.

Local Authorities and Support to Schools**Question No: 2018/2243**[Len Duvall OBE](#)

Does the Mayor agree that Local Authorities have a wider role in preventing schools from failing, not just by supporting those that unfortunately do fail, but in establishing close and trusted relationships with all schools? And if so, what support is he able to offer Local Authorities to achieve this aim?

Answer for Local Authorities and Support to Schools[The Mayor](#)

Last updated: 18 September, 2018

Local authorities have limited funds to undertake vital school improvement support and this will be further reduced with the new schools funding formula. I have repeatedly called upon the government to ensure that London local authorities and schools are adequately funded.

I will continue to work with London Councils and other stakeholders to fight for the funding which is needed. The quality of London school leaders and teachers are vital to achieve and maintain a high standard of schools and my programmes Getting Ahead London and Teach London are aimed at the school workforce.

Please also see my answer to Mayor's Question 2018/2242.

|

Lessons from the Learning Disabilities Mortality Review (1)

Question No: 2018/2244

[Len Duvall OBE](#)

The Learning Disabilities Mortality Review (LeDeR), conducted by the University of Bristol's Norah Fry Centre, has tracked the care and conditions of people with learning disabilities who have died in the last two years, and included pilots in Lambeth, Richmond, Kingston, Camden, Islington and Tower Hamlets. What engagement, if any, have you had with this programme?

Answer for Lessons from the Learning Disabilities Mortality Review (1)

[The Mayor](#)

Last updated: 18 September, 2018

Thank you for raising this important issue.

The GLA has not had engagement with the pilot programmes reviewed in the Learning Disabilities Mortality Review (LeDeR) conducted by the University of Bristol's Norah Fry Centre.

I will raise this report at a future meeting of the London Health Board.

|

Lessons from the Learning Disabilities Mortality Review (2)

Question No: 2018/2245

[Len Duvall OBE](#)

Young people with disabilities tracked by the LeDeR programme were particularly likely to die in hospital. Will you encourage support groups for these young people to access resources through the Young Londoners Fund, and offer guidance on what else you can do to help young people with disabilities?

Answer for Lessons from the Learning Disabilities Mortality Review (2)

[The Mayor](#)

Last updated: 18 September, 2018

The Mayor's new £45m Young Londoners Fund will help children and young people to fulfil their potential, particularly those at risk of getting caught up in crime. It will target young

people with a broad range of needs, including Learning Disabilities, to ensure those most at risk are supported.

The Equality, Diversity and Inclusion Advisory Group will shortly establish stakeholder networks which will include representation from civil society organisations and charities which support young people with learning disabilities.

|

Lessons from the Learning Disabilities Mortality Review (3)

Question No: 2018/2246

[Len Duvall OBE](#)

Nine recommendations are made by the LeDeR report, for the NHS, social services, and all other organisations involved in the health care of people with disabilities. Will you use your position on the London Health Board and work with London Councils to increase awareness and take-up of these?

Answer for Lessons from the Learning Disabilities Mortality Review (3)

[The Mayor](#)

Last updated: 18 September, 2018

Thank you for raising this important issue. I am keen that health and social care services work together effectively. There is clearly more that needs to be done to meet the health and care needs of people with learning disabilities. I will bring the report to a future meeting of the London Health Board.

|

Lessons from the Learning Disabilities Mortality Review (4)

Question No: 2018/2247

[Len Duvall OBE](#)

As the LeDeR report sets out, too often people with disabilities do not receive sensitive or joined-up care. Nonetheless, there are many examples of health and social services staff, including admin and auxiliary workers, going the extra mile. Will you consider ways you can champion these cases and make sure more people in London have the knowledge and skill to give excellent care in their own practice?

Answer for Lessons from the Learning Disabilities Mortality Review (4)

[The Mayor](#)

Last updated: 18 September, 2018

Yes, good practice examples will be considered at the London Health Board.

|

The Inclusive Transport Strategy

Question No: 2018/2249

[Florence Eshalomi MP](#)

The Inclusive Transport Strategy has recommended that “shared Space” schemes are paused. Do you support such a pause and will this affect any Transport for London schemes?

Answer for The Inclusive Transport Strategy

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for The Inclusive Transport Strategy

[The Mayor](#)

Last updated: 25 September, 2018

The accessibility of the public transport system remains one of my key priorities. This is vital to allow Londoners to live, enjoy, explore and work in the city freely. My Transport Strategy sets out plans to improve the overall accessibility of London’s transport system, including London’s streets, to make it more navigable and accessible to all.

Both Transport for London (TfL) and I support the Department for Transport’s (DfT’s) conclusion that there is a need to update Local Transport Note 1/11: Shared Space to ensure that there is industry-wide clarity on the subject. Last month TfL wrote to the DfT to seek clarity on what its proposed pause should apply to, and is awaiting a formal response. Once received, TfL will be able to respond appropriately.

|

Back the Bakerloo Campaign

Question No: 2018/2250

[Florence Eshalomi MP](#)

Are you supportive of the Back the Bakerloo campaign run by Southwark and Lewisham Councils?

Answer for Back the Bakerloo Campaign

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Back the Bakerloo Campaign

[The Mayor](#)

Last updated: 25 September, 2018

I am pleased to see that the London Boroughs of Southwark and Lewisham are also promoting the case for the Bakerloo Line Extension given it will make journeys faster and

easier in south east London and support the delivery of new homes and jobs in their boroughs.

Transport for London has made good progress in developing proposals for the extension as part of the delivery of my Transport Strategy, and will continue to work with the boroughs to progress this important scheme.

|

Bakerloo Line Extension (1)

Question No: 2018/2251

[Florence Eshalomi MP](#)

When will Transport for London publish a report addressing the issues raised by the Bakerloo line extension consultation that ended in April 2017?

Answer for Bakerloo Line Extension (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bakerloo Line Extension (1)

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) published a further report earlier this month and will now continue to develop proposals for the scheme. This will include determining the preferred sites for each of the stations and shafts along the route along with the location of tunnels. As this work and the scheme progresses, TfL will update stakeholders and members of the public and undertake further consultation.

|

Bakerloo Line Extension (2)

Question No: 2018/2252

[Florence Eshalomi MP](#)

In December 2015, Transport for London said, "Funding options for the extension are being considered. There is potential to look at similar funding mechanisms as that being used for the Northern line extension, seeking contributions from new residential and commercial developments along the proposed extension." Please update me on what funding options have been considered and what conclusions, if any, TfL has come to on the financing of the project?

Answer for Bakerloo Line Extension (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bakerloo Line Extension (2)

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) continues to work closely with the London Boroughs of Southwark and Lewisham to review local funding sources from both residential and commercial development, and from business rates, which could help close the significant funding gap. TfL has just commissioned a joint study with both boroughs on this issue and it is expected to be available early next year.

TfL considered the Bakerloo Line Extension project as part of its 2017 land value capture study. The study results showed significant potential value uplift from the scheme and TfL will continue to pursue this as a key funding source for the scheme.

|
|

Stabbings in Lambeth

Question No: 2018/2253

[Florence Eshalomi MP](#)

Can you tell me the number of stabbing incidents that have been recorded in Lambeth for each month this year?

Answer for Stabbings in Lambeth

[The Mayor](#)

Last updated: 18 September, 2018

The data within the table below is a count of knife crime offences where there is also present on the record the flag 'XI: Knife Used to Injure'. Note that the flag is applied to the whole crime record, and that multiple offences and multiple victims can be entered on a single crime record.

The data covers both MQs 2253 and 2254 and was extracted from CRIS on 05/09/2018 for the period 01/01/2018 to 31/08/2018.

Borough	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Total
Lambeth	13	11	27	21	26	27	25	10	160
Southwark	22	24	18	20	25	27	23	23	182

Stabbings in Southwark

Question No: 2018/2254

[Florence Eshalomi MP](#)

Can you tell me the number of stabbing incidents that have been recorded in Southwark for each month this year?

Answer for Stabbings in Southwark

[The Mayor](#)

Last updated: 18 September, 2018

The data within the table below is a count of knife crime offences where there is also present on the record the flag 'XI: Knife Used to Injure'. Note that the flag is applied to the whole crime record, and that multiple offences and multiple victims can be entered on a single crime record.

The data covers both MQs 2253 and 2254 and was extracted from CRIS on 05/09/2018 for the period 01/01/2018 to 31/08/2018.

Borough	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Total
Lambeth	13	11	27	21	26	27	25	10	160
Southwark	22	24	18	20	25	27	23	23	182

Shootings in Lambeth

Question No: 2018/2255

[Florence Eshalomi MP](#)

Can you tell me the number of incidents involving gun shots that have been recorded in Lambeth for each month this year?

Answer for Shootings in Lambeth

[The Mayor](#)

Last updated: 18 September, 2018

The below table was extracted from the daily CRIS Gun Crime data feed and was limited to those Notifiable Offences where a gun had been discharged.

The table is a response to both MQs 2255 and 2256 covering the identified boroughs.

For some offences the Owing Borough (where the Gun Crime was initially recorded) may not be where the offence took place.

	2018
Owing Borough	Jan
Lambeth	7
Southwark	1

Shootings in Southwark

Question No: 2018/2256

[Florence Eshalomi MP](#)

Can you tell me the number of incidents involving gun shots that have been recorded in Southwark for each month this year?

Answer for Shootings in Southwark

[The Mayor](#)

Last updated: 18 September, 2018

The below table was extracted from the daily CRIS Gun Crime data feed and was limited to those Notifiable Offences where a gun had been discharged.

The table is a response to both MQs 2255 and 2256 covering the identified boroughs.

For some offences the Owing Borough (where the Gun Crime was initially recorded) may not be where the offence took place.

	2018
Owing Borough	Jan
Lambeth	7
Southwark	1

Gun and knife crime

Question No: 2018/2257

[Florence Eshalomi MP](#)

Given that the issues surrounding gun and knife crime is continuing, what additional measures are the Mayor and the Mayor's Office for Policing and Crime considering to help deal with the problem?

Answer for Gun and knife crime

[The Mayor](#)

Last updated: 18 September, 2018

I am delivering a comprehensive knife crime strategy which brings together young people, organisations, health providers, groups, communities, individuals and their expertise to help solve this problem. As a result of my strategy all boroughs now have local partnership knife crime action plans that are supported by multi-agency approaches on a local level.

I am also working with MOPAC and the Met to introduce a public health approach towards tackling violent crime in London. We've learnt from the successes of public health action in Glasgow and have already incorporated elements of this into the knife crime strategy.

I have invested an extra £110 million in the Met to keep police numbers as high as possible and I have created a new £45 million Young Londoners Fund to provide young people with positive alternatives to crime.

However, I cannot tackle this issue alone. The causes of violent crime are complex and there is no doubt that we will all need to work together to tackle this scourge. This must start with Theresa May urgently reversing her cuts to the Met Police and youth services.

During the summer we also created the Our London Summer map to raise awareness of the incredible activities happening across the city for young people, giving them something to do during their holidays, whilst keeping them safe and away from crime. The map will continue to run beyond the summer holidays promoting after school, weekend and forthcoming holiday activities.

|

Resident-lead housing schemes

Question No: 2018/2258

[Florence Eshalomi MP](#)

Given the success of the resident-lead JMB Leathermarket housing scheme in Southwark, is the Mayor looking at the possibility of adopting similar models across London?

Answer for Resident-lead housing schemes

[The Mayor](#)

Last updated: 18 September, 2018

Resident-led housing or community-led housing gives Londoners the opportunity to actively engage in homebuilding, and play a leading role in creating their own communities.

Community-led housing can include a range of models, such as co-housing, cooperative housing, and community land trusts, and has a valuable contribution to make to increasing the supply of new homes in London. I believe groups who wish to develop community-led housing schemes should be fully supported to do so.

This is why I have set a target to identify by 2021 a pipeline of community-led housing schemes with capacity to deliver at least 1,000 homes. To support the delivery of this target, I am providing funding and support through my Innovation Fund and through the London Community-Led Housing Hub, and I have set aside some GLA group land specifically for new community-led housing schemes.

|

Foodbank usage**Question No: 2018/2259**[Florence Eshalomi MP](#)

Following the Trussell Trust's call for the public to donate to their local food bank during the summer holidays owing to increasing demand from families who rely on free school meals during term time, what steps will you be taking to address the continued high number of Londoners forced to rely on emergency provision of food?

Answer for Foodbank usage[The Mayor](#)

Last updated: 18 September, 2018

In a city as prosperous as London, there is no excuse for people to have to rely on foodbanks to feed themselves. Food poverty is a symptom of broader poverty. At a time when many Londoners are working hard to make ends meet, it is sad but true that food is one of the most flexible items in many people's tight budgets.

Too many people have been forced to rely on emergency food provision because they simply do not have enough money to feed themselves.

I am working to make London more affordable, so all Londoners can be confident they can feed themselves and their families, and Matthew Ryder is leading a programme of work to help Londoners who are struggling because of changes made by Government.

We are undertaking the first ever research on the nature and extent of household food insecurity in London, and the draft London Food Strategy has food insecurity as a priority. We are analysing responses to the recent consultation on the draft Strategy to inform how we can better help Londoners who are at risk of not being able to feed themselves, or their families, properly. The final London Food Strategy will be published later this year.

|

Affordable Housing Definitions**Question No: 2018/2261**[Nicky Gavron](#)

Do you support the inclusion of "starter homes" in the National Planning Policy Framework definition of "affordable housing"?

Answer for Affordable Housing Definitions[The Mayor](#)

Last updated: 18 September, 2018

The revised National Planning Policy Framework (NPPF) does include Starter Homes in its definition of affordable housing, although it does not set out any requirement to accept Starter Homes as part of an affordable housing offer. My draft London Plan is clear that all new affordable homes in London must be genuinely affordable. Genuinely affordable homes include my preferred affordable housing products (London Affordable Rent (LAR),

social rent, London Living Rent (LLR) and London Shared Ownership), alongside alternative housing products which meet the definition of genuinely affordable housing in my London Housing Strategy.

I do not believe that Starter Homes are a genuinely affordable product in London.

|

Community Housing Fund

Question No: 2018/2262

[Nicky Gavron](#)

The recently announced Community Housing Fund does not apply to London. The prospectus states, "The Government is working with the Greater London Authority to develop a similar scheme in London". Can you provide an update on this scheme?

Answer for Community Housing Fund

[The Mayor](#)

Last updated: 18 September, 2018

I am currently working with Government to agree London's share of the Community Housing Fund, which will support the development of new homes by the community-led housing sector.

The GLA is best placed to implement the Fund in London, which will provide much needed revenue and capital funding to boost the delivery of community-led housing. An announcement will be made in due course.

|

Climate Change and the London Plan

Question No: 2018/2263

[Nicky Gavron](#)

Following the "Heatwaves: adapting to climate change" report by the House of Commons Environmental Audit Committee can you outline what your draft London Plan does to ensure homes and transport networks are able to deal with extreme heat, and that London will have green spaces and heat-resilient infrastructure?

Answer for Climate Change and the London Plan

[The Mayor](#)

Last updated: 18 September, 2018

I am very concerned about the potential effects of heatwaves on the health of Londoners. My draft London Plan policy S14 sets out how development proposals should minimise contributions to the urban heat island effect and requires that development follows a cooling hierarchy to reduce risks of internal overheating; all of which is consistent with the recommendations of the Audit Committee's report. To further assist with heat resilience, I

have set strong protections for London's existing green spaces and have strengthened requirements to incorporate green infrastructure in development through the minor suggested changes to the draft London Plan.

|

Density Policy (1)

Question No: 2018/2264

[Nicky Gavron](#)

What evidence do you have that existing London Plan policy on density has constrained housing output?

Answer for Density Policy (1)

[The Mayor](#)

Last updated: 18 September, 2018

The density matrix in the current London Plan should not be applied to development proposals mechanistically. The draft London Plan explicitly recognises that the appropriate density of a site should be arrived at through a design-led approach, taking account of the site context and infrastructure capacity.

Most approved developments since the publication of the 2004 London Plan have been delivered at higher densities than the indicative density ranges in the matrix. Only 35 per cent of development has been within the density matrix range, whereas 50 per cent of development has exceeded the matrix range for its location and 25 per cent has been double the top end of the range.

The draft London Plan is clear that all proposals should be subject to design scrutiny and that the higher the density, the greater the level of scrutiny that is required of its design, so these developments will be subject to increased scrutiny under the draft Plan.

|

Density Policy (2)

Question No: 2018/2265

[Nicky Gavron](#)

Have you modelled the impact of changes in density policy on land values and housing affordability?

Answer for Density Policy (2)

[The Mayor](#)

Last updated: 18 September, 2018

The density policy in the draft London Plan sets clear guidance to ensure new development is built to the optimum density. This guidance should be followed carefully by developers in formulating bids for land and developers must also ensure they have fully factored in all

other planning requirements, including affordable housing. The approach within the draft Plan enables densities to be adopted that are appropriate to local circumstances and market conditions. This will support development viability and help to maximise affordable housing delivery.

My draft Plan clarifies that the price paid for land is not a relevant consideration in assessing the viability of a scheme. Developers who overpay for land do so at their own risk. The costs will not be recovered through compromised design, reduced planning contributions or reduced affordable housing.

|

Density Policy (3)

Question No: 2018/2266

[Nicky Gavron](#)

Do you consider that there will be any impact of the proposed policy changes on design standards, such as internal and external space; privacy and overlooking; daylight and sunlight?

Answer for Density Policy (3)

[The Mayor](#)

Last updated: 18 September, 2018

My draft London Plan expects all new development to deliver good design irrespective of its density and states a greater level of scrutiny over the qualitative aspects of design is required for higher density development. This includes built form, massing, site layout, external spaces, internal design and ongoing management

|

Density Policy (4)

Question No: 2018/2267

[Nicky Gavron](#)

Should there be an assessment of the specific proposed changes in density policy in the integrated impact assessment?

Answer for Density Policy (4)

[The Mayor](#)

Last updated: 18 September, 2018

The purpose of the Integrated Impact Assessment is to assess the potential impacts of proposed policies and recommend mitigation or enhancement measures as appropriate. This is what the IIA report that supports the London Plan has done, and there is not a requirement to make an assessment or comparison of policies contained in previous London Plans. Where Government guidance requires the appraisal of alternative strategic options,

this has been complied with as part of assessing the alternative approaches for the Good Growth policies.

|

Density Policy (5)

Question No: 2018/2268

[Nicky Gavron](#)

Will boroughs be required to set out policies for density, including appropriate locations of higher density schemes, within their local plans?

Answer for Density Policy (5)

[The Mayor](#)

Last updated: 18 September, 2018

Considering London's housing need, optimising the capacity of all new development is a strategic matter for London. My draft London Plan sets out a new approach to ensure that the optimal capacity of future development is delivered through a design-led approach.

This Policy will help boroughs in assessing the optimum density for sites to be allocated in their Local Plans, as well as assessing individual applications.

|

Density Policy (6)

Question No: 2018/2269

[Nicky Gavron](#)

What factors are to be included in the proposed management plans for high density schemes? How are these to be assessed?

Answer for Density Policy (6)

[The Mayor](#)

Last updated: 18 September, 2018

Higher density schemes require thought-out and cost-effective approaches to ongoing management. To ensure servicing and delivery arrangements are appropriate, and to ensure the affordability of running costs and service charges, the draft London Plan requires management plans for higher density schemes. Management plans should be costed, should set out how management arrangements will work in mixed-tenure schemes and should demonstrate how residents' views will be taken into account in delivering affordable servicing.

Management plans will be assessed by planning officers, or specialists acting on behalf of planning officers, and reviewed by decision makers to ensure high density schemes are sustainable and do not cause unacceptable impacts to the amenity of the surrounding area or to residents of the schemes.

|

Density Policy (7)**Question No: 2018/2270**[Nicky Gavron](#)

How are you intending to monitor the impact of density changes given the proposal to drop key performance indicator 2 on optimising the density of residential development?

Answer for Density Policy (7)[The Mayor](#)

Last updated: 18 September, 2018

My draft London Plan does not propose a KPI to monitor development density because the optimal density of a site should be determined through a design-led approach on a site-by-site basis. A mechanistic approach to assessing density undermines a thorough consideration of a site's context and constraints. My draft London Plan is clear that planning decisions should acknowledge the fact that the character of London must evolve over time in appropriate locations to accommodate additional housing and gradual increases in density. The data I collect through the London Development Database will enable the continued monitoring of development density over the lifespan of the Plan.

|

Heavy Goods Vehicles and Sat Navs**Question No: 2018/2271**[Joanne McCartney](#)

Residents have complained that Sat Navs are sending Heavy Goods Vehicles (HGVs) down residential roads. Sat Nav companies have told me that if there are no restrictions along a road, their systems will send the HGV down if it is the best route, but this can often be small residential streets. What can do you do to ensure HGVs are directed onto main roads in London and not residential ones?

Answer for Heavy Goods Vehicles and Sat Navs[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Heavy Goods Vehicles and Sat Navs[The Mayor](#)

Last updated: 25 September, 2018

TfL actively engages with Sat Nav companies and providers of increasingly more popular navigation and routing tools such as smart phone apps; encouraging them to include more comprehensive road restriction information in their software products.

Wherever possible, TfL is digitising and releasing free data sets for the transport industry to improve their products. This includes the soon to be released information on the roads making up the London Lorry Control scheme which London Councils manages to minimise noise pollution and disturbance at night. TfL is also working with the tech sector to find cheaper methods to digitise more and better information for the wider road network in London, in order to improve network issues including navigation.

MPS and use of child informants (1)

Question No: 2018/2272

[Joanne McCartney](#)

Is it acceptable for the Metropolitan Police Service to use children as informants in covert operations?

Answer for MPS and use of child informants (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for MPS and use of child informants (1)

[The Mayor](#)

Last updated: 02 October, 2018

Please see my response to Mayor's Question 2018/2273

MPS and use of child informants (2)

Question No: 2018/2273

[Joanne McCartney](#)

If child informants have been used by the Metropolitan Police Service what safeguards were put in place to minimise risk

Answer for MPS and use of child informants (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for MPS and use of child informants (2)

[The Mayor](#)

Last updated: 01 October, 2018

Any use of juvenile or child informants is governed by a strict legal framework, namely the Regulation of Investigatory Powers (Juveniles) Order 2000. Any use of a juvenile Covert Human Intelligence Source (CHIS) is subject to an enhanced risk assessment process set out in the regulations and there are stringent conditions on law enforcement agencies in relation to the use and conduct of all CHIS related activity. For example, only a Commander

can authorise the use of a child informant and only for a certain length of time. The use of a child in such a role is subject to intense and regular reviews.

The Investigatory Powers Commissioner's Office (IPCO) also provides oversight for the use of child informants. My Deputy Mayor for Policing and Crime and her team regularly scrutinise the inspection reports by the IPCO to ensure that the Met complies with the regulatory framework. The reports from the IPCO have been positive about the Met in this area.

MPS and use of child informants (3)

Question No: 2018/2274

[Joanne McCartney](#)

If child informants have been used by the Metropolitan Police Service will you ask them to review this practice to ensure that no child is put at risk?

Answer for MPS and use of child informants (3)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for MPS and use of child informants (3)

[The Mayor](#)

Last updated: 01 October, 2018

Please see my response to MQ 2018/2273

Key worker housing for the NHS (1)

Question No: 2018/2277

[Onkar Sahota](#)

Media reports indicate that London NHS Trusts are struggling to recruit staff, in part because of high rents and house prices in the city. What steps are you taking to provide more key worker housing with suitable travel to work times for London NHS Trusts?

Answer for Key worker housing for the NHS (1)

[The Mayor](#)

Last updated: 18 September, 2018

The London Housing Strategy sets out my plans to invest £4.8 billion to start delivering 116,000 genuinely affordable homes by 2022. These homes will be affordable for people on low and middle incomes, including many key workers such as NHS staff.

In addition, the London Housing Strategy makes clear my support for approaches that set aside a proportion of homes on public-sector land for key workers. My officers are currently working with the Department of Health and Social Care, Cabinet Office and Local Government Association on a pilot for five NHS-owned sites which will see NHS staff

offered first refusal for housing delivered on the sites, as well as the development of a toolkit to support NHS landowners with housing delivery.

In addition, earlier this year I purchased 18 acres of the St Ann's hospital site in Haringey in order to significantly increase the number of homes delivered on the site. As part of this, subject to planning permission, it is expected that the Trust will have nomination rights to a proportion of affordable homes built on the site for ten years, which will most likely mean London Living Rent homes being prioritised for NHS workers.

|

Key worker housing for the NHS (2)

Question No: 2018/2278

[Onkar Sahota](#)

Can you provide figures for the proportion of NHS staff (on standard agenda for change rates) who would find a) the lower quartile rent and b) the average rent in each London borough unaffordable? Please express this in terms of rent costing more than one third and one half of income.

Answer for Key worker housing for the NHS (2)

[The Mayor](#)

Last updated: 18 September, 2018

The GLA does not hold the information required to answer this question.

|

NHS pay

Question No: 2018/2279

[Onkar Sahota](#)

The three-year NHS pay deal agreed in June will finally end the Government's 1% pay cap. But outsourced health staff are not automatically included in this. What steps, if any, are you taking to encourage NHS organisations in London to make sure their outsourced staff also benefit from the pay deal?

Answer for NHS pay

[The Mayor](#)

Last updated: 18 September, 2018

Whilst I welcome any additional resources for health and care including the NHS pay deal, it is clear that the Government's underinvestment in this sector and the climate of austerity has had severe impacts on staff and services. Low rates of pay in health and care are an issue in recruiting and retaining staff. I would encourage all London employers to pay the London Living Wage.

So-called “wellness” foods and advertising**Question No: 2018/2280**[Onkar Sahota](#)

Despite marketing popularising it as a “health food”, coconut oil has no proven benefits and has as many saturated fats as beef dripping and more than lard¹. As well as limiting fast-food takeaways, what steps are you taking to limit misleading advertising of so-called “health” or “wellness” foods on the TfL network?

¹ Coconut oil: are the health benefits a big fat lie? The Guardian, 9 July 2018
<https://www.theguardian.com/lifeandstyle/2017/jul/09/coconut-oil-debunked-health-benefits-big-fat-lie-superfood-saturated-fats-lard>

Answer for So-called “wellness” foods and advertising[The Mayor](#)

Last updated: 18 September, 2018

The Advertising Standards Authority (ASA), the UK’s independent advertising regulator, sets national guidelines on health claims in advertising.

Advertisers need to be able to substantiate any claims they make about associated health and wellbeing claims on specific products. These rules apply to all advertising carried across the TfL advertising network.

As you will know, the draft London Food Strategy recently consulted on the potential for restricting advertising on the TfL network of unhealthy food in order to help tackle London’s child obesity crisis. Our consultation has only recently closed. We are now considering all the responses. As such, at this stage, we are not yet in a position to confirm what restrictions on junk food and drink advertising would involve.

I’m committed to doing all I can to help Londoners make healthy food choices for themselves and their families, which is why we’re proposing this restriction and a range of other policies in my draft London Food Strategy. This is largely to help prevent childhood obesity, which I appreciate is separate to the health food market you are calling into question.

|

The NHS and planning for Brexit**Question No: 2018/2281**[Onkar Sahota](#)

In a letter to Simon Stevens, Chief Executive of NHS England, the Chief Executive of NHS Providers Chris Hopson warned that a Brexit with minimal regulatory alignment would damage the health service and urged him to engage in national planning¹. What steps have you taken, for example through the London Health Board a) to develop a pan-London plan for the NHS and b) to lobby ministers to form a national plan to protect the NHS from negative consequences of Brexit?

1 NHS unprepared for no-deal Brexit, leaked letter warns, The Guardian, 21 August 2018
<https://www.theguardian.com/politics/2018/aug/21/nhs-leak-warns-of-brexit-drug-shortages-and-disease-risk>

Answer for The NHS and planning for Brexit

[The Mayor](#)

Last updated: 18 September, 2018

Planning for Brexit, as Mr Hopson points out in his letter, is a matter for national government. Given the scale and complexity of the task they should be involving people of the calibre of Simon Stevens in their plans.

Health Education England and the London Workforce Board are developing a London Brexit Dashboard and working with London's NHS trusts on mitigation measures in a range of potential Brexit scenarios for NHS staff.

I remain especially concerned about the potential impact of a 'no deal' Brexit on the capital and have asked the London Resilience Forum to establish the risk to the capital's access to medicines and emergency services.

|

Measles outbreak in Europe

Question No: 2018/2282

[Onkar Sahota](#)

Cases of measles in Europe have hit a record high, according to the World Health Organisation. London has the highest number of cases in the UK which has been attributed to parents failing to have their children vaccinated¹. What steps are you taking to ensure parents in London understand the need to have their children vaccinated and protect those who missed out on the vaccine?

1 Measles cases hit record high in Europe, BBC, 20 August 2018
<https://www.bbc.co.uk/news/health-45246049>

Answer for Measles outbreak in Europe

[The Mayor](#)

Last updated: 18 September, 2018

MMR vaccination has made a huge difference in reducing the pain and suffering caused by measles, mumps and rubella in London. The increase in measles cases in Europe is a concern, and highlights the continued importance of ensuring that children and young people who may have missed out on the full schedule for whatever reason are given an opportunity to be fully vaccinated.

In London NHSE/PHE have developed a MMR action plan, as a key priority within the Immunisation Strategy for London. The aim is to improve uptake rates by ensuring that all commissioned services are geared up to checking and immunising where necessary,

particularly children and adolescents who may have missed being vaccinated earlier in life. PHE have also delivered an awareness campaign for the MMR vaccine throughout 2018 targeting young people and their parents to encourage them to take up the vaccine, which I have supported.

|

London Ambulance Service liaison

Question No: 2018/2283

[Onkar Sahota](#)

Please can you give dates of your meetings with the Chair and CEO of the London Ambulance Service, and state whether there are any records of the discussions at these meetings?

Answer for London Ambulance Service liaison

[The Mayor](#)

Last updated: 18 September, 2018

We aim to meet quarterly as diaries allow. Our first meeting was on 7th September 2016 and since then we have met on:

- 15th December 2016
- 6th September 2017
- 19th December 2017
- 19th April 2018.

Additionally, on two occasions I visited the organisation - which replaced the scheduled meeting. These were on 24th March 2017 and 6th June 2017

The meetings are informal and therefore no minutes are kept.

Issues concerning Harrow & Wealdstone Station

Question No: 2018/2285

[Navin Shah](#)

Further to Question 2018/1680, your answer stated that, following a meeting between Network Rail and London Underground at the end of July, Transport for London will be able to provide a full briefing and visit the Harrow & Wealdstone Station; or a meeting to resolve the issues. Nothing has happened since your reply. Can I please have an update and an assurance that someone from TfL contacts me for a site visit?

Answer for Issues concerning Harrow & Wealdstone Station

[The Mayor](#)

Last updated: 18 September, 2018

A meeting was arranged earlier in the summer between London Underground (LU) and Network Rail, from whom LU lease the station premises, to discuss the issues that both you and the Harrow Rail User Group have raised directly with Transport for London (TfL). As a result of that meeting, I have been informed that a full written response to all the concerns raised have been provided to yourself and Harrow Rail User Group.

I understand that the Harrow Rail Users Group have been considering the written response and they will be providing feedback at their next meeting in October which TfL attends. TfL will then follow up on any further actions, including a site visit if required. I have asked TfL to ensure that you are kept informed of any next steps.

Tube Noise - Harrow-on-the-Hill

Question No: 2018/2286

[Navin Shah](#)

A Noise & Vibration investigation was undertaken in June 2017 in Ashburn Avenue (with those residents whose gardens back on to Harrow-on-the-Hill station tracks) which confirmed excessive noise from vibrations due to moving of crossover. On 11 January this year a Transport for London (TfL) Customer Services Advisor confirmed they had found a supplier for the acoustic fencing and they would undertake site visits from the end of January. On 24 April 2018, my constituent received a further letter from TfL stating that they were looking at late 2018 for installation of the sound barrier, the delay was due to the necessity to address the same issue over in Woodford! This raises some totally unacceptable questions. Failure to consider serious noise impact prior to undertaking major works; failure to address the noise vibrations over a long period e.g. over a year in this instance and still no sight of resolution; and why TfL is relying on one or a very limited number of contractors to deal with the issue across London? I would appreciate an urgent update and clarification on how such problems are managed and what do my Ashburnham Avenue constituents can expect to resolve the problem?

Answer for Tube Noise - Harrow-on-the-Hill

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Tube Noise - Harrow-on-the-Hill

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) takes very seriously the issue of noise and vibration for people living near the transport network.

Noise and vibration is an important consideration in all track work and a robust noise and vibration process is applied to all track renewals.

TfL works with a range of suppliers but the number providing effective rail noise reducing technology is limited due to the complex nature of this issue.

I understand a fence has now been erected at the Ashburnham Avenue site. I have asked TfL to contact residents urgently to take further readings to understand the impact the fencing has had on noise within affected properties.

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Bus Routes 452 and 28 - Chamberlayne Road (Brent)

Question No: 2018/2287

[Navin Shah](#)

I raise this issue on behalf of a number of my constituents on Chamberlayne Road and local Councillors, regarding their concerns about buses for routes 452 and 28 using the Whitmore Garden / Chamberlayne Road bus stop as a resting / standing point. I understand this practice started when the bus diversion came into force. Whilst at this bus stop, the bus drivers leave their engines running - idle. This is worrying as all Transport for London (TfL)'s buses are diesel, and with the very hot weather residents, many with children, living in the vicinity of this bus stop have been leaving their windows open. This practice happens in the early hours of the morning, with residents woken up by the diesel bus engine noise. There is already a serious well-demonstrated air pollution problem along Chamberlayne Road, with residents exposed to highly illegal levels of nitrogen dioxide from diesel buses and cars. Can the bus operators and/or TfL rest or stand their buses by Station Terrace, and not directly outside the windows and homes of residents, please?

Answer for Bus Routes 452 and 28 - Chamberlayne Road (Brent)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bus Routes 452 and 28 - Chamberlayne Road (Brent)

[The Mayor](#)

Last updated: 01 October, 2018

The Whitmore Garden stop was the final stop for routes 28 and 452 during the temporary closure of Chamberlayne Road – which is now over and no longer requires the stand. Nevertheless, I've asked Transport for London (TfL) to remind bus operators of the need to switch engines off if vehicles are not about to go back into service.

To cut fleet emissions across London, including Brent, TfL is replacing older buses and retrofitting others to bring them up to the latest ultra-clean Euro VI standard. This conversion process has already made around half the bus fleet ultra clean for harmful emissions, bringing immediate improvements to air quality. Buses on routes 452 and 28 have been converted to Euro VI this year, with all buses on the route now meeting this standard.

As of this year, new double deck buses must also be hybrid-diesel or zero emission, helping us meet requirements for the Ultra-Low Emission Zone next year and accelerating the uptake of the cleanest vehicles. Some more modern buses also have anti-idling technology, which shuts the engine off automatically without driver intervention if the vehicle is stationary for a minute or so. My air quality plans also look further to the future, with the entire fleet needing to be zero-tailpipe emission by 2037 at the latest, designing out this type of issue and relegating it to the past.

Summer Activities Map

Question No: 2018/2288

[Navin Shah](#)

Can you give us an update on the impact and success of this summer's call to sign-up to local youth clubs and organisations across London?

Answer for Summer Activities Map

[The Mayor](#)

Last updated: 18 September, 2018

At the beginning of the summer we launched an activities listing page on london.gov that promoted youth activities categorised by borough. The listings page received nearly 4,500 views in a two week period.

The listings page then led to the development of the Our London Summer map which launched in August. The map was created to promote positive opportunities for young people across London and prevent young people who are more likely to get involved in criminal activity and anti-social behaviour, from doing so, particularly during the summer months.

There are activities featured in all 32 boroughs, which include projects that have been funded by the Mayor to help divert young people from gangs and being out on the streets. The map featured some initial organisations who had received the Young Londoners Fund helping approx. 3500 young people who are at risk over the summer.

Following a call out to organisations via City Hall's Education and Youth, Sports and Community Engagement teams we have received over 240 activities, from approx. 200 organisations.

The map has since received over 8,000 page views with 36% of users actively searching for specific activities. The map was also promoted throughout the summer on social media channels such as Instagram and Facebook where it reached over 663,000 young people aged 13 - 22 years old (including adults the map reached over 1 million people).

This interactive resource is part of the next stage of the Mayor's wide-ranging plans to tackle serious youth violence. It will now transition to the 'Our London Map' which will not just be used to promote summer activities. It will be updated to feature after-school, weekend and future holiday activities.

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The Night Tube Success

Question No: 2018/2289

[Navin Shah](#)

A report carried out by London First and Ernst and Young (EY) revealed how the Night Tube contributed £190 million to London's economy last year - an increase of almost £20 million since it opened on 19th August 2016. How many complaints have you received about the Night Tube since it was implemented and how many have been successfully dealt with to date?

Answer for The Night Tube Success

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for The Night Tube Success

[The Mayor](#)

Last updated: 25 September, 2018

The Night Tube has been a huge success with almost 17 million journeys so far, well above the 14 million forecast. As you rightly note, its economic benefits have been far-reaching, supporting 3,900 jobs and boosting the economy by hundreds of millions of pounds.

Since the launch of Night Tube, Transport for London's (TfL's) Customer Service Centre has received 230 complaints which have mentioned Night Tube (up to 31 August 2018).

Of these, 229 have been successfully dealt with, and TfL's engineering team is investigating the remaining case.

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Closure of the Swaminarayan School (Brent)

Question No: 2018/2290

[Navin Shah](#)

The Swaminarayan School, the only independent Hindu school in Europe, will close its doors by 2020, it was announced this week. I know the Akshar Educational Trust, which runs the school has said that it was proving difficult to "recruit and retain teachers". However, many parents have contacted me to express their concerns. Parents have been given one year's notice to find an alternative school. I understand the Department for Education is in talks with Avanti Trust, which runs state-funded Hindu schools, to open a new school elsewhere in the borough of Brent. What are your thoughts on the closure of

this school and what can you do to help organisations such as Avanti Trust to set up schools in London, particularly in catchment areas like Brent?

Answer for Closure of the Swaminarayan School (Brent)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Closure of the Swaminarayan School (Brent)

[The Mayor](#)

Last updated: 25 September, 2018

The Swaminarayan School in Brent is a private school and the decision to close it is a matter for the Trustees and the community.

The new draft London Plan (2017) social infrastructure policies set out how boroughs and other stakeholders should plan for education facilities across London. Policy S3 (education and childcare facilities) requires boroughs to identify and address local needs for education facilities, and to use their Local Plans to identify sites for future provision. The London Plan also strengthens support for the development of secondary schools and special schools.

My 2018 School Place Demand Projections report sets out pan-London demand for school places, it will assist planners and developers to assess the impact of increased pupil numbers. Updated projections for the decade ahead were published January 2018 <https://data.london.gov.uk/dataset/pan-london-school-place-demand>.

Illegal skin lightening products

Question No: 2018/2291

[Navin Shah](#)

As you will already know, Trading Standards are responsible for seizing banned skin whitening creams and prosecuting businesses selling them. However, I was concerned to read from the BBC's investigation, that it appears prosecuted shops are undeterred by these fines and are continuing to sell the illegal products. We recently saw that a shopkeeper has been jailed for selling illegal and toxic skin-lightening products which is the first custodial sentence of its kind. Will you consider raising awareness to Londoners about the dangers of these products as part of your health inequality brief and the particular impact they pose for BAME communities?

Answer for Illegal skin lightening products

[The Mayor](#)

Last updated: 18 September, 2018

I was horrified to read about the continued availability of these toxic products on high streets in London.

This underscores the importance of local trading standards services. We need them to root out and enforce against those ruthless traders that flout the basic health and safety protections Londoners take for granted. These products have no place on our shelves.

In terms of supporting efforts to raise awareness of the risks of these products, I am happy to consider supporting any initiative that boroughs or the relevant government departments or agencies bring forward.

|

Murder victims

Question No: 2018/2292

[Navin Shah](#)

Sky News recently carried out freedom of information requests which revealed almost half of murder victims and murder suspects in the capital are young black men - way out of proportion to London's population, 13% of whom are black. Furthermore, the Metropolitan Police figures released recently show there has been a 16% rise in knife crime in London and at least 51 people have been stabbed to death. I know you have said more needs to be done to steer young men away from a life of violence and that you have implemented some action to try and curb the rising knife crime. What work have you done specifically to look into the rising deaths of young black men without stereotyping all black men?

Answer for Murder victims

[The Mayor](#)

Last updated: 18 September, 2018

The Metropolitan Police recorded 81 knife related homicides during 2017. Young (under 25) African-Caribbean male knife crime victims made up 41% of London knife homicides in 2017 (excluding terrorist & domestics) yet that same cohort make up just 1.4% of the London population. In 64% of knife homicides, both the victim and the person proceeded against shared the same demographic (young, black males).

Analysis of homicides and consultation with a wide range of communities and stakeholders, informed the development of the Knife Crime Strategy.

You are right in your question to recognise the importance of not stereotyping young black men but also ensuring that the response to knife crime is able to support the needs of victims and diversion away from offending.

The Knife Crime Strategy contains specific projects that support this, the investment of 1.4m in seed funding to support local community groups to provide bespoke services, commissioning a new service for young victims of crime, and providing interventions which help young people move away from criminality towards a brighter future.

|

Section 60 - Brent Follow up question**Question No: 2018/2293**[Navin Shah](#)

How many times has a Section 60 PACE order been issued by the Metropolitan Police Service in Brent? Please provide a breakdown by the years 2016, 2017 and 2018?

Answer for Section 60 - Brent Follow up question[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Section 60 - Brent Follow up question[The Mayor](#)

Last updated: 25 September, 2018

The use of Section 60 orders is an important tool to be deployed in strictly limited circumstances, where a senior officer reasonably believes that incidents involving serious violence may take place in any locality in the police area, and to prevent serious violence and enable the recovery of offensive weapons. Authorisation is required from a Commander or above, and a Superintendent then manages it on an hourly basis - this is a high level of authorisation. And at an officer level, Body Worn Video is a game changer for accountability and transparency. The police share stop and search data which is accessible to any member of the public on their online dashboard which is available through the following link, <https://www.met.police.uk/sd/stats-and-data/met/stop-and-search-dashboard/>

Year	Number of section 60s
2016	6 (none of which were borough wide)
2017	7 (none of which were borough wide)
2018	14 (two of which were borough wide)

|

Section 60 - Harrow Follow up question**Question No: 2018/2294**[Navin Shah](#)

How many times has a Section 60 PACE order been issued by the Metropolitan Police Service in Harrow? Please provide a breakdown by the years 2016, 2017 and 2018?

Answer for Section 60 - Harrow Follow up question[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Section 60 - Harrow Follow up question[The Mayor](#)

Last updated: 25 September, 2018

The use of Section 60 orders is an important tool to be deployed in strictly limited circumstances, where a senior officer reasonably believes that incidents involving serious violence may take place in any locality in the police area, and to prevent serious violence and enable the recovery of offensive weapons. Authorisation is required from a Commander or above, and a Superintendent then manages it on an hourly basis - this is a high level of authorisation. And at an officer level, Body Worn Video is a game changer for accountability and transparency. The police share stop and search data which is accessible to any member of the public on their online dashboard which is available through the following link, <https://www.met.police.uk/sd/stats-and-data/met/stop-and-search-dashboard/>

Year	Number of S60s
2016	0
2017	0
2018	9 (of which 3 were borough wide)

|
|

Tragic shootings in Brent and Harrow**Question No: 2018/2295**[Navin Shah](#)

Brent and Harrow have been recently shaken by tragic shooting incidents. My thoughts are with the families and friends of those that were attacked.

I know that you are taking action on violent crime through the dedicated Knife Crime Strategy, Violent Crime Taskforce and Young Londoners Fund which focuses on early intervention.

However, it is clear that in order to comprehensively clamp down on violent crime we need to see more support from the Government and an end to the funding cuts they have imposed upon the Metropolitan Police. Can you update me on what conversations you have had with the Government since April on this and how will you tackle the rising knife crime that it is happening across London?

Answer for Tragic shootings in Brent and Harrow[The Mayor](#)

Last updated: 18 September, 2018

I raise this issue with the Home Secretary and Government Ministers regularly, including through my role on the Home Office's Serious Violence Taskforce which has met four times since April. I have raised the issues we face in London and what Government needs to do to

help at all of these meetings. I have also written to the Prime Minister, the Home Secretary, other relevant Ministers on several occasions, including three letters to the new Home Secretary where the issue of funding was raised.

My officials continue to work on Spending Review, while we also make strong representations through the Association of Police and Crime Commissioners.

In the meantime, I continue to do everything in my power to tackle this issue, including investing £110m this year to fund 1,000 police officers than would otherwise be affordable and establishing a £45m Young Londoners Fund.

|

British Sign Language Charter

Question No: 2018/2296

[Navin Shah](#)

Further to your answer of Question 2018/1676, are you able to give me a date as to when you will sign this important commitment. You mentioned that Greater London Authority Officers look forward to continued engagement with the British Deaf Association and London's deaf communities over the coming months. Can you give me a detailed update on what has happened so far?

Answer for British Sign Language Charter

[The Mayor](#)

Last updated: 18 September, 2018

We will shortly confirm when the GLA will complete the sign-up process for the British Sign Language Charter. We look forward to implementation of the Charter this autumn.

My officers will take the opportunity to involve members of the soon-to-be-recruited Equality, Diversity and Inclusion Advisory Group in guiding and promoting my commitments to equality in London. The advisory group will play a key role in shaping enhanced engagement with Deaf and Disabled Londoners which will be a valuable to the implementation of the BSL Charter.

As previously stated, the BSL Charter provides an opportunity to highlight the importance of ensuring Deaf Londoners have access to information and services across the capital.

|

Removal/dismantling of the statue of Emmeline Pankhurst at Victoria Tower gardens

Question No: 2018/2297

[Navin Shah](#)

There is a proposal to move Emmeline Pankhurst's statue from its current location in Victoria Tower Gardens to the private Regent's University in London. This statue was erected in the Gardens by subscription from former suffragettes in 1930, and when moved to its present site, a promise was made by the Ministry of Works that it would not be moved again. I am very concerned about this planning application. Will you publicly condemn this?

Answer for Removal/dismantling of the statue of Emmeline Pankhurst at Victoria Tower gardens

[The Mayor](#)

Last updated: 18 September, 2018

Emmeline Pankhurst made a vital contribution to our society. As the leader of the British suffragette movement, she helped women win the right to vote a hundred years ago.

The planning application to move the statue of Emmeline Pankhurst has now been withdrawn, which I welcome. The statue to commemorate her in Victoria Embankment Gardens was paid for by her peers through a fund established by her fellow suffragettes just after her death in 1928. They specifically chose this site as it was close to Parliament and is accessible to the public. I am pleased it will remain in this meaningful and prominent location.

Statues are important in the commemoration of people's achievements. This is why earlier this year and as part of the Centenary celebrations of the first women gaining the right to vote, I commissioned and unveiled the first statue of a woman in Parliament Square; suffragist Millicent Fawcett by Gillian Wearing OBE.

|

Uber

Question No: 2018/2298

[Navin Shah](#)

The Chair of the United Private Hire Drivers branch of the International Workers of Great Britain union wrote to you in early August 2018 pointing out the New York City Council's decision to 'finally protect Uber drivers from exploitation and to curb congestion in a way that is fair to all stakeholders' and to criticise your stance, claiming that 'TfL promotes a dangerous and destructive cheap-minicabs policy'. What is your response to the four key goals put forward in the union's letter?

Answer for Uber

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Uber

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) responded on my behalf to all points raised in the United Private Hire Driver's (UPHD) letter in its correspondence dated 23 July. TfL also met with the UPHD on 15 August to discuss a range of topics in addition to the four areas highlighted by UPHD's campaign: worker rights, private hire driver costs, union recognition and private hire driver safety.

Please find a copy of TfL's letter dated 23 July.

|
|

Islamophobia - Hate Crime

Question No: 2018/2299

[Navin Shah](#)

Whilst the former Mayor Boris Johnson has been quite rightly condemned for what many people view as his Islamophobic comments over Muslim women and burkha what actions are you taking to stop hate crime and take action against perpetrators of hate crime and division when tensions are already high in the country and London?

Answer for Islamophobia - Hate Crime

[The Mayor](#)

Last updated: 18 September, 2018

As outlined in my PCP, I am determined to stand up to hate crime in all its forms. The team in my Office for Police and Crime continue to work with the MPS and others to encourage victims to report hate crimes whether off- or online.

I have appointed the first Victims' Commissioner for London, Claire Waxman, who is working with communities and agencies to improve the victim experience and ensure people have the confidence and support they need to come forward and report crimes to the police.

Through my Office for Policing and Crime (MOPAC) I have continued to improve access to support services for those that need it and have committed over £1m to the provision of advocacy and support services and education and awareness raising activities. In addition, the Online Hate Crime Hub, which was developed through a partnership between MOPAC, the Metropolitan Police Service and community organisations, has ensured that those who are targeted online have the same access to support services as those targeted offline.

|

Rough Sleeping

Question No: 2018/2300

[Navin Shah](#)

The Communities Secretary has confirmed that there is NO new money for the £100m Rough Sleeping Strategy announced by Government to deal with rough sleeping. Does this have any impact on your funding and plans to tackle rough sleeping in London?

Answer for Rough Sleeping

[The Mayor](#)

Last updated: 18 September, 2018

Yes. We know we need over £500 million to stand a chance of helping everyone who finds themselves rough sleeping in the capital. While I welcome a number of the initiatives in the Government's Strategy, many of which I had already set out in my Rough Sleeping Plan of Action published in June, to truly end rough sleeping there needs to be substantially more and longer-term funding, alongside an honest focus on tackling the root causes of homelessness and rough sleeping.

|

223 Bus (1)

Question No: 2018/2301

[Navin Shah](#)

Several residents are unhappy that the 223 bus is set to stop going to Harrow after TfL's consultation. Furthermore, there are concerns that TfL's consultation on the changes was not publicised adequately to those who actually use it. Campaigners say the bus route is a "lifeline" for the elderly. I am concerned it's going to make life difficult for my residents, especially those with mobility difficulties. Will you reconsider your decision on this?

Answer for 223 Bus (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 223 Bus (1)

[The Mayor](#)

Last updated: 25 September, 2018

The way people travel in London is changing, and the launch of the Elizabeth line will transform London and accelerate that change. That's why Transport for London (TfL) proposed modifications to a number of bus routes to improve Londoners' access to the Elizabeth line.

The change to the 223 is part of a package of changes that will simplify the bus network around Harrow to reflect changing travel patterns. The package includes the creation of route X140, which will improve access to the Elizabeth Line from Harrow and reduce

journey times to Heathrow. Notification of the consultation was sent directly to all registered bus users. Having considered the responses, TfL plans to implement the change in line with the phased delivery of the Elizabeth line. As explained in my response to Mayor's Question 2018/2328, TfL is reviewing the timing of bus changes related to the Elizabeth line to ensure they take account of the delayed opening.

Existing 223 customers will still be able to get to the centre of Harrow town without walking to a different bus stop by changing at Kenton Station and catching the H18/19, 114 and 183, helped by the Mayor's Hopper fare allowing unlimited trips within an hour for just £1.50.

223 Bus (2)

Question No: 2018/2302

[Navin Shah](#)

TfL has said the consultation had been advertised to more than 185,000 bus users through emails, signs on bus stops and discussion with user groups. How many people responded to the consultation that took place between July 3 and September 17 last year?

Answer for 223 Bus (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 223 Bus (2)

[The Mayor](#)

Last updated: 25 September, 2018

The consultation on proposals to route 223 took place between 3 July and 17 September last year, together with proposed changes to more than 40 bus routes in west, north-east and south-east London. These changes were proposed to simplify and align local bus services with the planned opening of the Elizabeth line

There were 2,706 responses to the wider consultation and, of those, 1,044 people responded about the proposals for route 223. This level of response is in line with other large scale bus consultations that Transport for London (TfL) has carried out.

When preparing a consultation, TfL considers the best engagement methods to reach those affected by the proposed changes in a proportionate and accessible way. In this case, 185,000+ emails were sent to bus users whose travel history indicated they used the bus routes covered by these proposals. Notices were also placed at bus stops along the affected routes. More than 1,100 local stakeholders, including London TravelWatch, political representatives, local community and residents groups, schools and churches were also contacted to seek their views.

As explained in my response to Mayor's Question 2018/2328, TfL is reviewing the timing of bus changes related to the Elizabeth line to ensure they take account of the delayed opening.

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LLW in outer London

Question No: 2018/2304

[Fiona Twycross](#)

Trust for London have found that jobs in outer London are less likely to pay the London Living Wage than inner London. What conversations have you had with local authorities, particularly in outer London, to increase the number of jobs that pay the London Living Wage?

Answer for LLW in outer London

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for LLW in outer London

[The Mayor](#)

Last updated: 24 October, 2018

There are currently 16 London Living Wage accredited boroughs, 6 outer and 10 inner which include: Brent, Camden, Croydon, City of London, Ealing, Enfield, Greenwich, Hackney, Hammersmith and Fulham, Hounslow, Islington, Lambeth, Lewisham, Southwark, Tower Hamlets and Waltham Forest.

My officers are working through London Councils to engage and involve more boroughs in adopting and promoting my Good Work Standard, including the London Living Wage. I will also continue to raise this in my ongoing engagement with boroughs.

Londoners in debt

Question No: 2018/2305

[Fiona Twycross](#)

Further to MQ 2017/2577, you stated that you would be reporting on London level data more fully in the next year (2018), to cover those seeking debt advice, those feeling the burden of debt and those in arrears on household bills. When will this be publicly available?

Answer for Londoners in debt

[The Mayor](#)

Last updated: 18 September, 2018

Debt is one of the topics included in the social evidence base that we are collating. My first set of economic fairness measures, to be published later in September, include data on households in arrears with their bills. Subsequent versions of the measures due in the spring will include further data on the burden of debt and those seeking debt advice with measures from the GLA's Survey of Londoners and data from debt agencies.

|

Meals on Wheels

Question No: 2018/2306

[Fiona Twycross](#)

A 2017 report by the charity Sustain, titled Beyond the Food bank, found that 15 out of London's 33 boroughs were not providing any form of Meals on Wheels services to its residents. What steps is your administration taking to work with local authorities to ensure that:

- a) There are no further reductions to Meals on Wheels provision in London
- b) Boroughs without Meals on Wheels services are actively exploring examples of effective meals on wheels models, including social enterprises and joint purchasing approaches models, which address a wide range of needs and council objectives.

Answer for Meals on Wheels

[The Mayor](#)

Last updated: 18 September, 2018

Access to healthy food is important all Londoners, including older people who may at times be at risk of malnutrition for reasons including illness, financial factors, decreased mobility to help them prepare food and difficulty in accessing local shops.

The Boroughs Working Group of the London Food Board will continue to champion improvements in Meals on Wheels and food for older people by rallying local authorities to use budgets to relieve the burden of malnutrition and social isolation on the NHS, with better coordination and collaboration between boroughs.

I am supporting the publication of this year's edition of Beyond the Foodbank. Recent consultation on the draft London Food Strategy means that we are aware of best practice examples to help authorities learn how they could work in innovative ways to retain Meals on Wheels services, for example, through collaborative purchasing and the creative use of school facilities which could benefit school meals services as well as Meals on Wheels.

We will ensure that these issues are properly reflected in the final London Food Strategy, to be published later this year.

|

Pub closures**Question No: 2018/2307**[Fiona Twycross](#)

London has seen over 50 pub closures in the first six months of this year according to CAMRA, with reasons including high Beer Duty, increased business rates and VAT. What support can you provide to pubs struggling in this economic climate and how can you ensure that local communities keep areas to socialise?

Answer for Pub closures[The Mayor](#)

Last updated: 18 September, 2018

Pubs are an intrinsic part of British cultural heritage and provide spaces to meet and socialise. They are a key part of our communities, supporting social integration and wellbeing.

I have set out the most pro-pub draft London Plan ever which now requires local authorities to consider the heritage, economic, social and cultural value of pubs and ensure they are protected for local communities. The Plan's new policy on pubs requests that boroughs protect public houses and support proposal for new ones, and that applications that propose the loss of beer gardens or loss of pubs should be refused. This will make it more difficult to convert pub gardens, for example, and will help protect pubs with community interest.

I have established a Culture at Risk office which has dealt with over 300 cases of cultural infrastructure at risk, including saving pubs facing threats of closure such as The George Tavern and The Joiner's Arms. Through my Cultural Infrastructure Plan, I have published two audits of London's pubs and have committed to future annual audits, working with CAMRA (the Campaign for Real Ale).

Central Government sets beer duty, business rates and VAT, all of which significantly affect pubs. That is why in June this year, I called for a united effort from government, local authorities and the pub industry to help protect the future of the capital's pubs.

|

The Female Face of Poverty**Question No: 2018/2308**[Fiona Twycross](#)

The Women's Budget Group has published the report, The Female Face of Poverty, in July. Have you taken a look at this report and what recommendations could you implement to lift women in London out of poverty?

Answer for The Female Face of Poverty

[The Mayor](#)

Last updated: 18 September, 2018

Thank you for highlighting this important report and the vital work that the Women's Budget Group do. I am pleased to say that many of the relevant recommendations in the report are areas of activity for my officers already.

For example, I too believe that people should have access to an adequate and independent income. To boost the income of working families, I will promote the London Living Wage through the Good Work Standard as well as a range of tools and ideas that will help employers to support women to enter the workforce and progress in their careers.

Childcare fees are a driver of poverty for many families and a well-documented barrier for women moving into work, so my Early Years Hubs will work to make childcare more affordable and accessible for London's families. I have also frozen transport costs and introduced the 'hopper' fare to reduce travel costs.

I am also aware that welfare reforms, cuts and freezes are limiting the budgets of low income families in London. My officers, in particular, will be looking at the aggregate impact of the roll-out of Universal Credit and other welfare changes for Londoners. I will continue to lobby the government to acknowledge and address the impacts of their policies on women and their families in the capital.

|

Universal Credit and domestic abuse**Question No: 2018/2309**[Fiona Twycross](#)

What representations on behalf of Londoners have you made about the Government's decision to pay Universal Credit to a single member of a household, particularly in light of the fact that studies have shown that this can increase the likelihood of domestic abuse?

Answer for Universal Credit and domestic abuse[The Mayor](#)

Last updated: 18 September, 2018

A raft of policy design and implementation flaws with the introduction of universal credit are causing significant hardship to too many claimants.

The evidence submitted to the Work and Pensions Select Committee on the impact of single household payments was clear - they are increasing the risk of domestic and financial abuse and signify a return to a 1950s family wage model. This is unacceptable for a modern policy that is meant to mirror the world of work and protect those in the most need of support.

In my recent response to the Social Security Advisory Committee consultation on Universal Credit I raised this issue along with a range of other concerns. I have also publicly called on the government to pause the rollout of Universal Credit and fix all the underlying problems.

|

Women's Night Safety Charter (1)**Question No: 2018/2310**[Fiona Twycross](#)

I welcome the introduction of the Women's Night Safety Charter in London. How will training be organised or recommended for organisations wishing to commit to the Charter?

Answer for Women's Night Safety Charter (1)[The Mayor](#)

Last updated: 18 September, 2018

MOPAC and the GLA will signpost organisations to existing training schemes such as those delivered by Tender and AVA and other organisations within the voluntary violence against women and girls (VAWG) sector and the Met Police with their roll out of Ask for Angela scheme.

|

Women's Night Safety Charter (2)**Question No: 2018/2311**[Fiona Twycross](#)

Will the Charter be imbedded in the final version of the London Plan so that public spaces and work places are designed to be safer for women at night?

Answer for Women's Night Safety Charter (2)[The Mayor](#)

Last updated: 18 September, 2018

The Women's Night Safety Charter provides a set of pledges and highlights the role of planning and the built environment in supporting women's safety at night. Its principles are already embedded in the draft London Plan, which champions the importance of safety for women and encourages boroughs to work with local police and businesses to make the public realm safer.

The draft Plan requires new development to provide good natural surveillance, clear sight lines, appropriate lighting, logical and well-used routes and a lack of potential hiding places, and requires new public realm to be safe, accessible and inclusive. The Plan requires boroughs to develop a vision for the night-time economy, and to improve public safety in their Local Plans and town centre strategies.

|

Women's Night Safety Charter (3)**Question No: 2018/2312**[Fiona Twycross](#)

What conversations have you had with the local authorities in London about the Charter?
How will you encourage all the other London boroughs to sign up?

Answer for Women's Night Safety Charter (3)[The Mayor](#)

Last updated: 18 September, 2018

The Night Czar has written to every London Borough encouraging them to support the Women's Night Safety Charter. Information has also been sent to local authority networks including VAWG coordinators and the Night Time Borough Champions. The Night Czar will continue to work with individual boroughs to ensure as many sign up to the charter as possible.

|

Women's Night Safety Charter (4)**Question No: 2018/2313**[Fiona Twycross](#)

What evaluation of the scheme will take place?

Answer for Women's Night Safety Charter (4)[The Mayor](#)

Last updated: 18 September, 2018

The implementation of the Charter will be regularly monitored by MOPAC and the GLA. Signatories will be asked to provide quantitative and qualitative data on the delivery of each of the seven pledges. This will include how many pledges have been implemented, how they have been implemented and any evidence of the impact.

|

Gypsy Hill Recycling Centre**Question No: 2018/2314**[Fiona Twycross](#)

A councillor has asked me to raise a reported increase in fly-tipping in North Croydon which he understands may be as a result of residents being unable to use the Gypsy Hill recycling centre. Are there any plans to improve joint working on household recycling across boroughs, particularly where waste contracts are awarded which affect cross-borough relationships?

Answer for Gypsy Hill Recycling Centre[The Mayor](#)

Last updated: 18 September, 2018

In my London Environment Strategy, I encourage local authorities to have reciprocal arrangements in place to allow residents to access Recycling Centres in other boroughs, particularly where they are located close to borough boundaries. However, it is ultimately the local authority's decision to ensure that they are easily accessible for their residents as a priority.

As part of my statutory role to review waste contracts, my officers work with local authorities and the London Waste and Recycling Board to help identify and implement joint procurement opportunities to improve recycling. For example, in December last year I supported the West London Waste Authority's decision to procure an anaerobic digestion contract solution to treat food waste collected from its six constituent boroughs. In my Strategy I have also set a minimum level of household recycling service that all local authorities have to meet by 2020. This will drive consistent service provision across London to improve recycling rates.

|

Housing delivery

Question No: 2018/2342

[Andrew Boff](#)

Will you please provide a list of all GLA-funded affordable housing starts between 1 April and 30 June 2018, broken down by scheme? Please include for each scheme the name, location, developer, the number and tenure of affordable homes started, the start date, the planning application number, and whether or not they were "restarted".

Answer for Housing delivery

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Housing delivery

[The Mayor](#)

Last updated: 01 October, 2018

As requested, please see appendix 2018/2273 for the scheme listing.

Cannabis possession 1

Question No: 2018/2343

[Andrew Boff](#)

Including inputting and paperwork, what is the estimated average time a police officer will spend on dealing with a possession of cannabis offence?

Answer for Cannabis possession 1

The Mayor

Last updated: 18 September, 2018

It is not possible to estimate the average time a police officer will spend on dealing with a possession of cannabis offence.

Many factors will impact the length of interaction. These include for example the offender age, spoken language, vulnerabilities and circumstances of the case.

|

Cannabis possession 2

Question No: 2018/2344

[Andrew Boff](#)

For each financial year 2015/16, 2016/17 and 2017/18 please provide a breakdown of how many possession offences of cannabis were recorded?

Answer for Cannabis possession 2

The Mayor

Last updated: 18 September, 2018

Please see attached the table under Appendix 2018/2344

|

Met property

Question No: 2018/2345

[Andrew Boff](#)

For each of the years 2015, 2016 and 2017 and this year so far, please provide a list of property (buildings) that has been sold by the Met, the amount it sold for and the date of the sale?

Answer for Met property

The Mayor

Last updated: 18 September, 2018

All the information requested regarding MOPAC disposals are published on the MOPAC website at <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/governance-and-decision-making/finance-and-audit>

|

Pollinator Action Plan**Question No: 2018/2346**[Andrew Boff](#)

Bees are considered vital to our ecosystem and the environment. With this in mind, will you create a Pollinator Action Plan for London in line with guidance created jointly by Buglife and Friends of the Earth?

Answer for Pollinator Action Plan[The Mayor](#)

Last updated: 18 September, 2018

The London Environment Strategy and the London Plan include policies and proposals that will help boost the numbers of bees and pollinators in London, and these already broadly align with the guidance created by jointly by Buglife and Friends of the Earth.

Actions that will benefit pollinators include:

- a commitment to protect the core network of nature conservation sites and secure a net gain in biodiversity
- a target to increase the area of flower-rich grassland in London's parks and green spaces by 50 hectares by 2025
- a new urban greening factor which will accelerate the installation of green roofs in the built environment, providing suitable habitat for pollinators
- providing grants to support the creation and improve of greenspaces and planting trees
- providing opportunities for Londoners to increase their understanding and taking action to improve London's natural environment through activities such as National Park City week.

I am also working with the National Park City Foundation and nature conservation organisations to provide guidance to Londoners on how to improve their gardens and green spaces for bees and other wildlife. I do not therefore think it is necessary to create a separate Pollinator Action Plan.

Push bike enabled crimes**Question No: 2018/2348**[Keith Prince](#)

Please can you provide a monthly breakdown of push bike enabled crimes since January 2015 and the sanction detection rate?

Answer for Push bike enabled crimes[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Push bike enabled crimes[The Mayor](#)

Last updated: 25 September, 2018

Please see appendix 2018/2348 which shows the requested data regarding push bike enabled crime. This data was extracted from the MPS CRIS systems on the 05/09/2018 covering a recorded date (for Offences) and the Cleared-up date (for Sanction Detections) range of 01/01/2015 to 31/08/2018.

|
|**Cyclist red light spot checks 1****Question No: 2018/2349**[Keith Prince](#)

Please can you provide a breakdown of how many cyclist red light spot checks occurred in the financial years 2015/16, 2016/17 and 2017/18?

Answer for Cyclist red light spot checks 1[The Mayor](#)

Last updated: 18 September, 2018

The Met do not record the number of "spot checks", however, they have been able to report on the number of cyclists who were reported by police, as a result of police activity, for the offence of a pedal cycle contravening automatic traffic signals. The breakdown for each financial year relating to the number of pedal cyclists reported for contravening an automatic traffic signal are as follows:

2015/16: 1602

2016/17: 1906

2017/18: 2359

|

Cyclist red light spot checks 2**Question No: 2018/2350**[Keith Prince](#)

Do you agree that there should be more cyclist red light spot checks?

Answer for Cyclist red light spot checks 2[The Mayor](#)

Last updated: 18 September, 2018

This is an operational matter for the Metropolitan Police. They have no plans in place to increase the current level of activity relating to pedal cycles contravening automatic traffic signals. The Met enforce all types of traffic legislation, including automatic traffic signal contravention by cyclists, where there is evidence that an offence has taken place.

|

Appropriate Adults

Question No: 2018/2351

[Keith Prince](#)

Please provide a breakdown of how much the Metropolitan Police spend on appropriate adults, on a borough by borough basis for the financial years 2015/16, 2016/17, 2017/18 and the current year?

Answer for Appropriate Adults

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Appropriate Adults

[The Mayor](#)

Last updated: 01 October, 2018

The Police and Criminal Evidence Act 1984 (PACE) Codes of Practice provide for an appropriate adult (AA) to be called to the police station whenever a juvenile or mentally vulnerable person has been detained in police custody. Appropriate adults have an important role to play in the custody environment by ensuring that the detained person whom they are assisting understands what is happening to them and why.

Local authorities have a statutory duty to provide AAs for juveniles. However, this is not the case for vulnerable adults and as such, some costs do fall to the MPS who are required to ensure AAs are available when necessary. The annual cost is on average approximately £300,000 per year (see table below). This information is charged to the Met Detention central budget and is not available on a by borough basis.

2015	399,797
2016	313,776
2017	230,693
2018	279,131
Grand Total	1,223,398

(Note: These are recorded as financial years – so 2015 = 2015/16 etc.)

Scooters, Mopeds and Motorcycles Thefts**Question No: 2018/2352**[Keith Prince](#)

Back to January 2015, please can you provide a monthly breakdown of the number of scooters, mopeds and motorcycles thefts?

Answer for Scooters, Mopeds and Motorcycles Thefts[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Scooters, Mopeds and Motorcycles Thefts[The Mayor](#)

Last updated: 25 September, 2018

Please see appendix 2018/2352.

|

Bus Network Proposed Changes**Question No: 2018/2353**[Keith Prince](#)

Are your proposed changes to the bus network an attempt to make it less “inefficient and flabby”?

Answer for Bus Network Proposed Changes[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bus Network Proposed Changes[The Mayor](#)

Last updated: 25 September, 2018

The way people travel around London is constantly changing and we need to have a public transport system that adapts to evolving demand, while supporting economic growth and Londoners to live, work and enjoy the capital.

As I set out in my Transport Strategy, buses have a vital role to play in boosting the number of people walking, cycling and using public transport. Transport for London (TfL) is currently looking at how we can make services simpler and more efficient, whilst ensuring our resources are used in right location.

TfL is working closely with London’s boroughs on a potential set of proposals, and they are helping shape our plans. These proposed changes are designed to enable growth in the bus network in outer London, whilst removing spare capacity in the centre. They will reduce

congestion, emissions and road danger and ensure that TfL is providing the right number of buses, in the right place at the right time.

Any changes will be subject to full public consultation so that TfL can hear from customers before deciding what changes to make.

|

4G on the Tube

Question No: 2018/2354

[Keith Prince](#)

Please update the Assembly on when, to the nearest month and for each Tube Line, Londoners can expect to see 4G on the London Underground.

Answer for 4G on the Tube

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 4G on the Tube

[The Mayor](#)

Last updated: 25 September, 2018

I have asked Transport for London (TfL) to deliver substantial cellular coverage on the Tube by December 2019 and they are on track to meet that commitment. The procurement for the partner to deliver the service is underway.

As part of the procurement exercise, TfL has asked potential partners to set out their proposed rollout schedule. The final programme will be confirmed at the conclusion of the procurement exercise in spring 2019.

|

5G on the Tube

Question No: 2018/2355

[Keith Prince](#)

What preparations are in place for a future upgrade to 5G on the Tube?

Answer for 5G on the Tube

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 5G on the Tube

[The Mayor](#)

Last updated: 25 September, 2018

As part of the procurement mentioned in answer to MQ 2018/2354, the bidders will be requested to submit their plans for 5G support as part of their technical response. A key factor in the evaluation will be the ongoing investment in the service to ensure it is kept up to date.

|

Bus Routes

Question No: 2018/2356

[Keith Prince](#)

Please will you provide me with a list of all the bus routes in London, stating which are single decker and which are double decker, which fuel each bus on that routes runs on and, for all diesel buses, when those buses are due to be changed to hybrid or electric buses?

Answer for Bus Routes

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bus Routes

[The Mayor](#)

Last updated: 25 September, 2018

The majority of routes across our bus network are served by conventional and hybrid-electric vehicles which use diesel. The spreadsheet, separately supplied, lists the allocation of single and double deck vehicles to these routes.

Routes 153, 312, 360, 507 and 521 are operated with zero-tailpipe-emission electric vehicles. They will be joined by routes 43, 46, 70, 134, 214 and C1 over the next 12 months. Route RV1 is operated by hydrogen fuel-cell vehicles which also emit no tailpipe emission. Some electric buses also operate on routes 98, 108 & H98. As and when more single and double-deck routes are finalised for the Ultra-Low Emission Zone, details will follow on Transport for London website.

|

CAV Modelling

Question No: 2018/2357

[Keith Prince](#)

Transport for London has commissioned work from the Massachusetts Institute of Technology to assist them in modelling the impact of Connected and Autonomous Vehicles, which was due for completion in summer 2018. What is the progress of this report and what is its publication date?

Answer for CAV Modelling[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for CAV Modelling[The Mayor](#)

Last updated: 25 September, 2018

As set out in my Transport Strategy, it is important for London to be prepared for all transport-related technological advances, seeking to manage them so they work best for London. This activity is one element of the work Transport for London (TfL) is undertaking to understand the potential impact of connected and autonomous vehicles (CAVs) on London.

The Massachusetts Institute of Technology (MIT) has developed a range of modelling techniques to assist TfL in assessing the potential impact of CAVs. The model has recently been handed over to TfL, who are factoring it into their wider analysis on CAVs.

Based on this work, MIT has recently submitted a paper, which is currently under review by a transportation research journal. While no publication date is confirmed yet, I have asked TfL to keep you updated.

|

TPH Compliance Officer Unit**Question No: 2018/2358**[Keith Prince](#)

How does the Mayor evaluate the performance of the increased personnel in the Taxi and Private Hire Compliance Officer unit?

Answer for TPH Compliance Officer Unit[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for TPH Compliance Officer Unit[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) has put in place a range of performance indicators to monitor and assess the impact of the increased number of officers. These include the number of on street checks, the number of operator checks and the number of successful prosecutions.

In the six periods prior to recruitment, the total number of on-street vehicle and driver checks was 22,020. Following recruitment, for the same comparable time periods, checks have risen to 151,281, an increase of 587 per cent.

TfL is constantly reviewing the performance of the team and looking at ways to be more effective and efficient. Around 100 officers have recently been trained and certified as BTEC vehicle examiners and have been accredited with additional police powers which allow them to be able to stop and direct vehicles into stop sites. This gives officers a new and effective approach in dealing with illegal activity and offers a more effective resource option to deal with non-compliance.

|

Advance Booking on PHVs

Question No: 2018/2359

[Keith Prince](#)

In the response to question 2017/3777 the Mayor stated 'all private hire journeys are booked in advance through a licensed private hire operator. This means that drivers have time to plan their journeys beforehand'. How much time does the Mayor believe is sufficient from a driver receiving destination to commencement of journey?

Answer for Advance Booking on PHVs

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Advance Booking on PHVs

[The Mayor](#)

Last updated: 25 September, 2018

The required time between a driver receiving a destination and journey commencing is not subject to statutory control. My Deputy Mayor for Transport and Transport for London are lobbying Government for a statutory definition of plying for hire and of pre-booking which should take this into consideration.

|

PH Advance Driving Tests

Question No: 2018/2360

[Keith Prince](#)

The consultation for advanced driving tests of private hire drivers closed on 6 June 2018. When will the Mayor implement this requirement?

Answer for PH Advance Driving Tests

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for PH Advance Driving Tests

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London's (TfL's) Improving Safety in Private Hire Vehicles consultation closed on 25 June 2018 and received more than 5,000 responses.

TfL is currently analysing the consultation responses. Once completed, TfL will confirm whether it will progress with an advanced driving test.

|

The Knowledge

Question No: 2018/2361

[Keith Prince](#)

The average time to complete the Knowledge of London currently stands at 50 months. Will the Mayor explore ways to reduce this time without lowering standards?

Answer for The Knowledge

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for The Knowledge

[The Mayor](#)

Last updated: 25 September, 2018

Our city has the best, most qualified taxi drivers in the world. The dedication, discipline and perseverance needed to pass the Knowledge of London in order to become a licensed London taxi driver is crucial in offering a world class service. Our city's taxi trade is seen as the gold standard across the world, and we aim to keep it that way.

The time taken to complete the Knowledge of London is directly linked to how much time a candidate is able to dedicate to their studies. As referenced in my response to Mayor's Question 2018/2487, Transport for London is working to establish the Knowledge as a formal qualification and whether this could potentially enable applicants to apply for study loans.

|

Vehicle KSI Risk for Pedestrians

Question No: 2018/2362

Keith Prince

In your response to Question 2018/1970 you confirmed the fact that Bus and Coaches hold the highest KSI risk for Cyclists, and Motorcycles hold that place for Pedestrians. Please send me a table similar to that which you prepared for your response to Question 2018/1720 which shows "Ratio of Vehicle involvement in collisions resulting in death or serious injury for people walking", and which will include the following vehicles: Bus/Coach, Car, HGVs, LGVs, Motorcycles, Taxi/PHVs, Bicycles, Mobility Scooters.

Answer for Vehicle KSI Risk for Pedestrians

The Mayor

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Vehicle KSI Risk for Pedestrians

The Mayor

Last updated: 25 September, 2018

My Transport Strategy sets out the goal that, by 2041, all deaths and serious injuries will be eliminated from London's transport network. The Vision Zero action plan <http://content.tfl.gov.uk/vision-zero-action-plan.pdf> highlights detailed analysis of the types of motor vehicles that are disproportionately involved in fatal and serious injury collisions with pedestrians, compared to their share of traffic (Figure 16, page 59). The table below shows these figures with the addition of bicycle.

Vehicle danger for people walking (2014-16)

Vehicle involved	Number of KSIs	Risk of vehicle being involved
Bus or coach	188	4.53
Car	1,456	0.85
HGV	97	1.20
LGV	182	0.54
Motorcycle	249	4.70
Tax/PH	136	1.04
Bicycle	102	2.05

The most recent Department for Transport instructions require the police to report collisions involving mobility scooters and figures for 2017 are scheduled to be published alongside the national dataset in autumn 2018.

It is important to also note that vehicles involved in collisions may or may not have been in direct conflict with the casualty.

Who Runs Your Bus? (1)**Question No: 2018/2363**[Keith Prince](#)

In your response to Question 2018/1356 you refused to provide the Bus Company MD contact details because “when there are established channels in place to assist customers” and the current system “allows customers to get in touch with bus companies through their established channels for managing and responding to feedback.” Are you aware that a quick analysis of the Bus Companies’ contact details Transport for London (TfL) provides on the “Who Runs Your Bus Page” reveals the 5 companies which constitute 77% of London’s Contracted Bus fleet simply refer the interested party back to TfL’s own reporting site? Since the Bus Operators are actual holders of the Operating Licence, how can simply re-routing people who want to contact the bus company back to TfL be considered anything but obstructive?

Answer for Who Runs Your Bus? (1)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Who Runs Your Bus? (1)[The Mayor](#)

Last updated: 25 September, 2018

Everyone should be able to easily report a safety incident, and I want it to be as easy as possible for people to do so.

Based on feedback from the public, Transport for London (TfL) is making changes to make it easier for people to report safety incidents online. The enquires and complaints sections of my Help and Contacts web pages have been updated to clarify they can be used to report safety-related incidents, and a further update to the form will be made so safety-related issues can be easily categorised as such.

Bus operators are delivering services on behalf of TfL, and as such, it is right that TfL should have oversight, and overall accountability, for safety-related incidents involving buses.

I would therefore encourage members of the public - whether they are passengers, cyclists or witnesses of a safety incident - to use the TfL reporting channels available so that these incidents can be addressed in line with the safety standards set by TfL for operators.

Streamlining the reporting of all safety-related incidents allows TfL to more quickly identify trends and high-risk locations, and address these in more timely and effective way.

|
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Who Runs Your Bus? (2)**Question No: 2018/2364**[Keith Prince](#)

In your response to Question 2018/1356 you assert that going through TfL's reporting site is "more likely to result in timelier responses from companies." What evidence do you have to support this statement?

Answer for Who Runs Your Bus? (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Who Runs Your Bus? (2)[The Mayor](#)

Last updated: 01 October, 2018

My answer related to the fact that Transport for London's (TfL's) Customer Service team is resourced to meet its customer commitments. These pledge to acknowledge receipt of any enquiry within two business days, and a full response within 10 working days. Response deadlines are shorter for correspondence relating to safety incidents.

London's buses are run by twenty different companies of varying size, with different systems for managing the personal correspondence of senior managers. TfL, on the other hand provides a single point of contact, which is resourced to provide responses to large volumes of correspondence within set timeframes. Furthermore, as the manager of the bus contract, TfL is able to use its contractual relationship with operators to help achieve timely responses.

As explained in my response to Mayor's Question 2018/2363, bus operators are delivering services on behalf of TfL, and as such, it is right that TfL should have oversight of, and overall accountability for, safety-related incidents involving buses.

Who Runs Your Bus? (3)**Question No: 2018/2365**[Keith Prince](#)

Your response to Question 2017/2109 revealed that Transport for London (TfL) Bus Operators retain CCTV evidence "between four and ten days depending on the type of bus and hard drive installed." Since Bus Operators own and operate the CCTV systems on Buses, do you accept that the current Public Reporting System for Surface Transport Safety Incidents run by TfL and which you advocate in Question 2018/1356 allows for a lot of safety incident evidence to be destroyed by TfL's contracted Surface Transport Operators? Is this intentional?

Answer for Who Runs Your Bus? (3)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Who Runs Your Bus? (3)

[The Mayor](#)

Last updated: 25 September, 2018

Everyone has the right to travel on Transport for London's (TfL) network without fear of abuse or intimidation and we will continue to encourage anyone who has been the victim of crime to contact the police immediately. TfL currently mandates that all buses store CCTV footage and, as long as incidents are reported promptly, there are well-established processes in place to ensure CCTV footage is stored for as long as required to allow incidents to be investigated and help victims secure justice.

When CCTV was first mandated on buses, arrangements for recording, retaining and acquiring footage were discussed in detail with the Metropolitan Police Service. The minimum recording time on modern buses is around 240 hours, but given most buses are not in continuous service for 24 hours a day, this entails the footage being available for slightly longer than 10 consecutive days before being overwritten on the on-board hard drive.

Current crime levels on the bus network are low, with CCTV continuing to be a good deterrent, along with warning notices and the reinforcement of transport policing and revenue protection. In addition, all driver cabs are fitted with radio communication so that, in the event of a serious crime, immediate assistance can be summoned from the emergency services. In such incidents, CCTV would be downloaded as part of the same overall process for dealing with a crime and the vehicle potentially treated as a crime scene.

As set out in my response to Mayor's Question 2018/2104, as CCTV technology continues to improve, Transport for London will look for opportunities to lengthen current retention periods, in accordance with data protection legislation and the Surveillance Camera Code of Practice.

|
|

Who Runs Your Bus? (4)

Question No: 2018/2366

[Keith Prince](#)

Recommendation 12 of the RAIB's Croydon Crash Investigation stated, inter alia, that the Tram Operator should (a) improve management systems to ensure that safety issues are properly identified from any reports, whether from staff or members of the public and appropriate and timely actions are taken in response; and (b) develop improved processes to ensure that suitable lessons are learned from such reports and that outcomes are fed back to the reporter." In what way does your response to Question 2018/1356 show that the Recommendation has been accepted and is being applied to TfL's Bus Operators?

Answer for Who Runs Your Bus? (4)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Who Runs Your Bus? (4)[The Mayor](#)

Last updated: 01 October, 2018

As set out in my responses to Mayor's Questions 2018/1356 and 2018/2363, Transport for London (TfL) has channels in place for customers to report safety issues on the bus network.

All bus operators have their own channels for staff to report safety issues, both openly and anonymously. If staff feel their concerns are not being addressed through these channels, then they are encouraged to raise them through the independent Confidential Incident Reporting and Analysis System (CIRAS).

TfL regularly meets its bus operators through its Safety Bus Operator Forum, where learning from incidents and reports is shared. Individual bus operators use their own communication channels to share output with their staff.

TfL Board Report on Bus Safety Performance**Question No: 2018/2367**[Keith Prince](#)

A recent Private Eye article mentions a 'TfL Board Report' which revealed that TfL Buses had "7000 road traffic collisions, 1600 injuries, 400 people sent to hospital and 200 killed or seriously injured (KSI) every quarter" and "the trends have not been going in the right direction for years: not injuries, not collisions, not slips trips and falls, not hospitalisations, not KSIs, not deaths." Please provide me with a copy of this Board Report.

Answer for TfL Board Report on Bus Safety Performance[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for TfL Board Report on Bus Safety Performance[The Mayor](#)

Last updated: 25 September, 2018

No report with these specific figures was made to the Transport for London (TfL) Board as far as I am aware. However, these figures were set out in an email from a former TfL Board Member to other board members. I have attached this email to this response.

The data referred to forms part of the quarterly data on bus-related road traffic collisions published by TfL on its website: <https://tfl.gov.uk/corporate/publications-and->

reports/bus-safety-data. Bus safety data is also included in TfL's quarterly Health, Safety & Environment reports to its Safety, Sustainability and HR Panel, and in its Customer and Operational Performance Report, which is submitted to both its Customer Service and Operational Performance Panel and its Board. These reports are also published on the TfL website.

As I set out in my response to Mayor's Question 2018/2342, the challenging Vision Zero targets I have set show how determined I am to improve safety on our roads and in our buses. TfL's ongoing work to improve bus safety includes support and training for drivers, as well as new safety technology, redesigning London's buses and making road junctions safer.

|

Briefing Note on Human Error

Question No: 2018/2368

[Keith Prince](#)

In response to Question 2018/1966, you promised that a "briefing note will be published on the Transport for London website, once it has been provided to Board Members." Is the 24 July Board Briefing Note now found on the TfL Website (<http://content.tfl.gov.uk/24-july-2018-board-briefing-note%20-on-fatigue...>) the briefing note you were referring to?

Answer for Briefing Note on Human Error

[The Mayor](#)

Last updated: 18 September, 2018

Yes

|

Elizabeth Line

Question No: 2018/2369

[Keith Prince](#)

In light of the recent announcement that the opening of the Elizabeth Line has a 9 month delay, what is Transport for London's new budget profile for Crossrail, including projected revenues?

Answer for Elizabeth Line

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Elizabeth Line

[The Mayor](#)

Last updated: 25 September, 2018

Please see my answer to MQ 2018/2127.

|

412 Bus Route (1)

Question No: 2018/2371

[Steve O'Connell](#)

The 412 bus route saw a significant reduction to its timetable on 1 September 2018. Are you happy that the consultation was well-run, well-publicised and fair?

Answer for 412 Bus Route (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 412 Bus Route (1)

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) regularly reviews bus services and adjusts frequencies based on demand. There is no legal requirement for TfL to consult on frequency changes, but it does its best to make key stakeholders aware of such changes.

In this instance, TfL informed relevant borough officers, local councillors and its registered customers electronically. It also updated its bus service change web page:

<https://tfl.gov.uk/modes/buses/permanent-bus-changes>. However, I have asked TfL to consider how to better engage with its stakeholders prior to making such changes in the future.

|

412 Bus Route (2)

Question No: 2018/2372

[Steve O'Connell](#)

In both the morning and afternoon peak, Pampisford Rd, traffic going north at the junction with Christchurch Rd, is always stacking back onto Pampisford Rd with traffic held by the very short phasing period of time for the traffic lights on Brighton Rd. If, as I suspect, my constituents suffer excessive delays for the 412 at peak times, will Transport for London reconsider their changes?

Answer for 412 Bus Route (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 412 Bus Route (2)[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) is trialling changes to the end of the 412's route in Purley to reduce the distance travelled by out-of-service buses. The new routing reduces bus mileage by 1.2km without significantly affecting stopping arrangements. Buses will now remain in service for longer, providing better value and serving three additional stops, while still allowing passengers to alight opposite Purley Hospital. The change also reduces the risk of buses getting stuck in traffic - thereby having a positive impact on journey time and local air quality.

TfL's data indicates a recent improvement in the 412's performance, with 88.1 per cent of departures on time in the last period - better than the previous period and the same period last year. TfL is of course keen to ensure the recent improvement is maintained. TfL is not aware of any delays since the temporary changes were introduced. However, it is aware of concerns regarding the traffic signal green time at Christchurch Road / Brighton Road, and is reviewing signal timings at this location.

TfL will monitor these trial arrangements and would carry out a public consultation before making any permanent changes.

|

412 Bus Route (3)**Question No: 2018/2373**[Steve O'Connell](#)

The 412 now has to turn right coming out of Christchurch Rd, onto Brighton Rd at the traffic lights. For a double decker bus to have to turn right at the junction with a pedestrian traffic island, will cause even more hold ups for vehicles behind, who will be caught in this stacking process. It will also make it difficult for traffic coming in the opposite direction, out of Christchurch Rd (south eastern end) from turning right as well. This means that in theory the traffic should go behind the bus to turn right. The lights are phased to operate in both directions. The right turn for a bus with this island in place will be difficult for the drivers to get right. Will you instruct Transport for London to re-assess this alternative route urgently and consider returning to the previous arrangement (going around Capella Court island) as soon as possible?

Answer for 412 Bus Route (3)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 412 Bus Route (3)[The Mayor](#)

Last updated: 25 September, 2018

As explained in my answer to Mayor's Question 2018/2372, Transport for London (TfL) is trialling changes to the end of the 412's route in Purley to reduce the distance travelled by out-of-service buses.

All the manoeuvres on the trial routeing, including the right turn into Brighton Road from Christchurch Road, were tested and found to be safe. This was the former line of route 412 until a couple of years ago. However, as explained in my answer to Mayor's Question 2018/2372, TfL is aware of concerns regarding the traffic signal green time at Christchurch Road / Brighton Road, and is in the process of reviewing signal timings here.

TfL will monitor the trial arrangements and would carry out a public consultation before making any permanent changes.

Bus Routes Review

Question No: 2018/2374

[Steve O'Connell](#)

What is the state of play with regard to the strategic review of bus routes in Sutton and Croydon?

Answer for Bus Routes Review

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bus Routes Review

[The Mayor](#)

Last updated: 01 October, 2018

Transport for London (TfL) reviews all bus routes on an ongoing basis.

In Croydon, there are currently 107 buses crossing the town centre every hour during morning high peak. TfL and the London Borough of Croydon are examining options to meet their objectives and achieve a Healthy Streets approach, while modernising the bus network in this area. It is also necessary to prepare for the construction impacts associated with the Westfield shopping centre.

TfL is therefore reviewing all the bus routes in the area and will launch a consultation later this year to seek views on its proposals from bus passengers and other interested parties.

TfL continues to look at routes in Sutton and will conduct a further detailed review within the next year.

Sutton Police Station**Question No: 2018/2375**[Steve O'Connell](#)

I understand that Sutton Police Station is a PFI building and this is due to end in 2029. What preparations are taking place ahead of this?

Answer for Sutton Police Station[The Mayor](#)

Last updated: 18 September, 2018

Sutton Police Station forms part of the South East London PFI agreement comprising of Lewisham, Bromley, Deptford and Sutton Police Stations. At contract end in 2029 the MPS and MOPAC have contract 'options' which allow for exiting one or multiple sites or remaining in them.

The Property Services Department (PSD) in conjunction with operational policing colleagues will, at an appropriate point, conduct a fully integrated review of demand at these locations to assess the operational needs of the organisation and the communities it serves. From this, a recommendation will be made proposing options as to what accommodation will be required post-2029. PSD will continue to build plans for future activities which enable a smooth transition to the new arrangements for PFI buildings post-2029.

|

Match Funding**Question No: 2018/2376**[Steve O'Connell](#)

What is the current deal available for local authorities that wish to match fund police officers?

Answer for Match Funding[The Mayor](#)

Last updated: 18 September, 2018

The Met Patrol Plus Scheme has operated since 2014 and has been regarded as successful and beneficial to all parties in providing additional policing to address local priorities. However, due to the level of the budgetary pressures facing policing and the need to prioritise available resources to core policing demand, MOPAC in conjunction with the Met are having to look closely at all funded roles. I and the Commissioner are clear in our desire to work in partnership with local authorities and MOPAC will provide further clarity, once we have had time to consider our resourcing requirements and the budget implications in the short and long term. I am committed to engaging with local authorities should a significant change to the current arrangements be considered necessary.

|

Tower Model procurement**Question No: 2018/2377**[Steve O'Connell](#)

In 2015, the Government recommended moving away from the "Tower Model" for procuring IT services. Please outline your views on this model and why you still choose to use it for the Metropolitan Police Service?

Answer for Tower Model procurement[The Mayor](#)

Last updated: 18 September, 2018

The MPS has successfully implemented the 'Tower Model' through various contract awards (through to 2017) following the approval of the business case in 2014. Competitive procurement processes resulted in savings compared with the previous outsourced contract and the model provides elements of support in addressing years of technological obsolescence.

The decisions relating to these procurements can be found here: <https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/governance-and-decision-making/mopac-decisions-0?order=DESC>. The Tower model will be reviewed when the contracts expire 2019 - 2022.

|

Police constables**Question No: 2018/2378**[Steve O'Connell](#)

For a police constable, please give the average annual cost of the following:

- Basic Pay
- Pension
- ERNIC
- Accommodation Allowance
- London Weighting
- London Allowance
- Unsocial Hours Payment
- Uniforms

Answer for Police constables[The Mayor](#)

Last updated: 18 September, 2018

For a police constable the average annual cost of the following are:

Basic Pay	£33,446
Pension Contribution	£8,668
ERNIC	£4,569
Accommodation Allowance*	£3,545
London Weighting	£2,373
London Allowance	£1,011
Unsocial Hours Payment	£843
Uniforms	£396

*Includes the following allowances due to the different entitlements for pre and post 2014 police officers: London Allowance 2, London Allowance 3, Transitional Rent, Housing Allowance Standard, Half Housing Allowance, Additional Housing Allowance, Housing non MPS Standard, Additional Compensatory Allowance, Compensatory Grant, Compensatory Grant Casual, Competency Threshold.

For budget purposes this does not represent the full costs of a police officer, as an average across all ranks is used and operating costs are added for operational support costs. This brings the average cost to approximately £60,000.

|

National policing activities

Question No: 2018/2379

[Steve O'Connell](#)

The Metropolitan Police Service's draft Direction Strategy says it will be "completing an initial review of our role in national policing activities". Please can you provide the terms of reference and the expected completion date?

Answer for National policing activities

[The Mayor](#)

Last updated: 18 September, 2018

The Met Strategy is still in draft. It is a long-term strategy to 2025 which articulates its mission and vision, and the strategic priorities for the Met.

The quote provided seems to have come from an early draft that was not deemed sufficiently worked up to be shared widely at the time, and it is not in the current version of the Strategy.

|

Metropolitan Police Service Violence Taskforce**Question No: 2018/2380**[Steve O'Connell](#)

What joint working is taking place between the Metropolitan Police Service violence taskforce and partner organisations?

Answer for Metropolitan Police Service Violence Taskforce[The Mayor](#)

Last updated: 18 September, 2018

The MPS Violent Crime Task Force is represented at key strategic meetings focussed on delivery of the Knife Crime Strategy through Task and Finish Groups. This involves joint working with the Youth Justice Board, Youth Offending Teams, NHS, National Probation and CRC services, local authorities and voluntary sector organisations.

The MPS Violent Crime Task Force has also been a key partner working through London Councils and MOPAC to work with all 32 London Community Safety Partnerships, in development of their local Knife Crime and Serious Violence Action Plans.

When deploying to boroughs, the MPS Violent Crime Task Force works closely with local police, community safety partners and stakeholders and incorporates engagement work within its activity on a borough.

|

Non-operational/non-statutory training**Question No: 2018/2381**[Steve O'Connell](#)

For the years 2015/16, 2016/17, 2017/18 and this financial year to date, please breakdown how much has been spent on non-operational/non-statutory training by the Metropolitan Police Service?

Answer for Non-operational/non-statutory training[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Non-operational/non-statutory training[The Mayor](#)

Last updated: 12 June, 2019

We are unable to collate this data accurately as it is not stored in this way.

Stop and Search

Question No: 2018/2382

Steve O'Connell

Please can you provide a monthly breakdown of Metropolitan Police Service stop and search figures since January 2008.

Answer for Stop and Search

The Mayor

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Stop and Search

The Mayor

Last updated: 01 October, 2018

Targeted, intelligence-led stop and search is a vital tool for the police and I support its use when it is fair and proportionate. Effective oversight and transparency on the use of police powers to stop and search members of the public is incredibly important for public trust and confidence. That is why I support the regular publication of stop and search data and regular scrutiny of the Met's performance through my Office for Policing and Crime.

Date for the period from 2008-2016 is provided in the tables below. Data from 2016 onwards is publicly available on the stop and search dashboard, which can be found by following this link - <https://www.met.police.uk/sd/stats-and-data/met/stop-and-search-dashboard/>

Importantly, the positive outcome rate has increased significantly since 2008, which indicates that the police have become more effective in the use of the powers.

2008			2009		2010			
	January	55,328		January	69,513		January	56,350
	February	57,573		February	66,882		February	54,235
	March	52,367		March	71,328		March	56,528
	April	47,879		April	52,192		April	50,463
	May	58,286		May	49,010		May	49,642
	June	59,149		June	53,121		June	48,776
	July	70,309		July	60,229		July	52,805
	August	64,013		August	57,091		August	49,182

GREATER LONDON AUTHORITY

LONDON ASSEMBLY

	September	67,146		September	56,043		September	47,047
	October	82,233		October	70,144		October	59,933
	November	74,955		November	59,492		November	47,213
	December	64,410		December	48,332		December	29,653
2011	January	54,405	2012	January	46,920	2013	January	31,512
	February	55,482		February	36,243		February	29,781
	March	50,218		March	38,578		March	30,694
	April	36,709		April	31,258		April	27,631
	May	43,826		May	31,375		May	27,624
	June	47,114		June	29,773		June	24,617
	July	49,132		July	33,805		July	24,431
	August	53,200		August	32,611		August	21,583
	September	35,849		September	27,698		September	21,359
	October	46,574		October	28,992		October	29,123
	November	43,227		November	29,826		November	27,341
	December	34,968		December	25,944		December	20,731
2014	January	24,165	2015	January	14,730	2016	January	15,138
	February	20,641		February	12,838		February	14,424
	March	22,260		March	12,172		March	14,055

GREATER LONDON AUTHORITY

April	19,239
May	16,982
June	14,650
July	13,815
August	13,437
September	12,523
October	15,271
November	14,022
December	12,207

LONDON ASSEMBLY

April	11,161	April	12,668
May	11,434	May	11,829
June	12,069	June	10,857
July	12,950	July	12,109
August	12,250	August	12,129
September	12,246		
October	15,068		
November	13,405		
December	11,722		

Consultants

Question No: 2018/2384

[Susan Hall](#)

Can you provide me with a yearly breakdown of how much money the Mayor spent on external consultants over the last 6 years?

Answer for Consultants

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Consultants

[The Mayor](#)

Last updated: 01 October, 2018

Expenditure on consultants is set out in decision forms and published on the GLA's website. As the category is so broad, it is not possible to provide an annual breakdown.

Consultants (2)**Question No: 2018/2385**[Susan Hall](#)

Can you provide me with a breakdown of all projects external consultants have been employed on and the cost by project since May 2016?

Answer for Consultants (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Consultants (2)[The Mayor](#)

Last updated: 01 October, 2018

As noted in the response to 2018/2384, expenditure on consultants is set out in decision forms and published on the GLA's website. As that answer also notes, the category is so broad that it is not possible to provide a breakdown.

Museum of London**Question No: 2018/2386**[Susan Hall](#)

How much money has the GLA granted to the Museum of London over the last 6 years, broken down by year?

Answer for Museum of London[The Mayor](#)

Last updated: 18 September, 2018

The GLA along with the City of London Corporation have been joint funders of the Museum of London since 2008 when the GLA took over statutory funding responsibility from the then Department of Culture, Media and Sport. The Museum attracts 1 million visitors a year to its two sites at London Wall and Docklands, including 140,000 school children and 69,000 people taking part in family activities. The Museum has 470,000 objects at the London Wall site and looks after the world's largest archaeological archive of 6 million objects at Mortimer Wheeler House in Hackney. The Museum of London works closely with the GLA supporting the delivery of key projects, for example, the Museum is a key partner for the development of the London Curriculum, used by 59% of London schools, and it has won awards for its education work.

The GLA provides a core revenue grant of £7.6 m a year. In addition, the GLA has paid varying capital grants for the maintenance of the sites at London Wall and Mortimer Wheeler House.

GLA Museum of London grants

	£ m
12-13 Expenditure	8.9
13-14 Expenditure	8.6
14-15 Expenditure	8.4
15-16 Expenditure	7.8
16-17 Expenditure	8.1
17-18 Expenditure	8.0

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Museum of London (2)

Question No: 2018/2387

[Susan Hall](#)

How much money is the Mayor planning on granting to the Museum of London until 2020?

Answer for Museum of London (2)

[The Mayor](#)

Last updated: 18 September, 2018

The Museum of London operates across two sites at London Wall and Docklands and holds the world's largest archaeological archive in Hackney. Over the next few years it will finalise its plans for a New Museum at West Smithfield Market.

The Museum has the largest urban collection in the world, and the New Museum project has the ambition to double visitors to 2 million a year and engage with every London school. It will be a major tourist attraction, breathing new life into the area around the new Crossrail transport hub at Farringdon.

For London and Londoners, the New Museum project will deliver significant economic and social benefits, with a potential Gross Value Added of up to £56m a year. The project will create 2,000 new jobs and training opportunities, expand the Museum's learning and participation programmes and help secure London's position as a creative capital.

The 2018-19 GLA budget includes grants to the Museum of London of

2018-19	12.1m
2019-20	11.6m
2020-21	11.6m

This includes a core annual revenue grant of £7.6m, which the GLA has managed since it was devolved from the then Department of Culture, Media and Sport in 2008, and an annual allocation of £4m towards the New Museum project.

Museum of London (3)**Question No: 2018/2388**[Susan Hall](#)

City Hall has pledged £70m towards the Museum of London. This BBC article - <https://www.bbc.co.uk/news/uk-england-london-38732919>, states the donation will be funded by a City of London Corporation loan to City Hall repayable over 25 years.

What is the interest on this loan and how much will the repayments be each year?

Answer for Museum of London (3)[The Mayor](#)

Last updated: 18 September, 2018

The City of London Corporation is providing significant investment to the Museum of London's New Museum at West Smithfield Market. The GLA has committed £70m towards the capital cost of the project and will pay an annual revenue grant to the City of London Corporation. This annual grant will cover the financing costs of any borrowing the Corporation undertakes to represent the GLA's contribution of £70m to the project. The Corporation has not yet required any payments from the GLA. However, by way of illustration, the estimated financing costs of borrowing £70m over 25 years would be approximately £4 million per annum based on current market projections of interest rates.

The New Museum will be a jewel in London's crown, aiming to double the Museum of London's visitor numbers to 2 million a year and reach every London school. It will be a major tourist attraction, breathing new life into the area around the new Crossrail transport hub at Farringdon. For London and Londoners, the New Museum will deliver significant economic and social benefits, with a potential Gross Value Added of up to £56m a year. The project will create 2,000 new jobs and training opportunities and expand the Museum's learning and participation programmes, helping to secure London's position as a creative capital.

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Reports**Question No: 2018/2389**[Susan Hall](#)

Do you commission any internal or external reports which look specifically at value for money?

Answer for Reports[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Reports

[The Mayor](#)

Last updated: 01 October, 2018

Value for money is at the forefront of this administration's approach to public spending. I have taken difficult decisions when they need to be taken and when public funds are in potential jeopardy. One such example is the Garden Bridge.

Each body in the GLA Group is accountable to its external auditor on value for money issues and we have a clean bill of health from audit in that regard. The Group is also accountable to Whitehall departments for achieving value for money in the deployment of public funds passed on by Government. Again, my track record is strong in ensuring that the best use is made of public funds as the forthcoming devolution of the adult education budget demonstrates.

Furthermore, I am taking forward collaborative initiatives across the Group in areas such as procurement and estates to maximise the returns on our assets and funding streams.

Finally, I would point to the innovative work being undertaken across the Group on treasury management and the excellent returns achieved as a result.

Bonuses**Question No: 2018/2390**[Susan Hall](#)

How much in bonuses did your Mayoral Team and senior advisers receive this year, broken down by individual?

Answer for Bonuses[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bonuses[The Mayor](#)

Last updated: 25 September, 2018

None.

Media Grid**Question No: 2018/2391**[Susan Hall](#)

Can you send me your media grid for the upcoming 6 months?

Answer for Media Grid[The Mayor](#)

Last updated: 25 September, 2018

No such document exists.

|

Culture and Creative Industries

Question No: 2018/2392

[Susan Hall](#)

How much money has been spent on the Culture and Creative Industries Unit over the last 6 years?

Answer for Culture and Creative Industries

[The Mayor](#)

Last updated: 18 September, 2018

The figures for expenditure on the Culture and Creative Industries Unit (from 2016) and the Culture team (until 2016) over the past 6 financial years are below. The GLA has had a joint statutory duty to fund the Museum of London with the City of London since 2008.

Culture Expenditure	Expenditure Excluding Museum of London	Museum of London	Total
	£ m	£ m	£ m
12-13 Expenditure	3.4	8.9	12.3
13-14 Expenditure	3.5	8.6	12.1
14-15 Expenditure	3.9	8.4	12.3
15-16 Expenditure	4.6	7.8	12.4
16-17 Expenditure	4.4	8.1	12.5
17-18 Expenditure	5.6	8.0	13.6

Culture and Creative Industries (2)

Question No: 2018/2393

[Susan Hall](#)

How much money was spent by the Culture and Creative Industries Unit in the previous 12 months and can you provide me a breakdown of how this was spent?

Answer for Culture and Creative Industries (2)

[The Mayor](#)

Last updated: 18 September, 2018

Over the past twelve months, I have invested in programmes that support communities right across London.

This includes through new programmes such as Culture Seeds, which has funded a number of projects for young people. Projects are supporting young people at risk of joining a

gang, a photography project for young people excluded from mainstream education, and a music project for young people with learning disabilities.

London Borough of Culture is raising aspirations and involving communities in Waltham Forest and Brent's youth-focused programmes. And through the new Cultural Impact Awards, looked-after children in Barking and Dagenham will design their own cultural programme; in Kingston - the London home of reggae - there will be a brand-new music festival; in Lambeth, a young creative careers programme; and in Merton, funding will help address the borough's shortage of cinemas.

In the 12 months from September 2017 to August 2018 the Culture and Creative Industries Unit spent £15.4m as follows:

Breakdown	Millions
Museum of London	£9.4
Culture Strategy Delivery Programmes:	
Creative Industries Investment Portfolio	£2.6
Culture Programmes	£1.9
Staffing	£1.5
Total	£15.4

Culture and Creative Industries (3)

Question No: 2018/2394

[Susan Hall](#)

How much money has the GLA spent on culture in the last 6 years?

Answer for Culture and Creative Industries (3)

[The Mayor](#)

Last updated: 18 September, 2018

Culture is London's DNA. It is the fastest growing economy across the UK, with London's creative sector generating £47bn each year and providing one in six jobs. Culture also plays a key social role in the capital, contributing to social integration through its ability to bring communities together, encourage life-long learning and wellbeing, and support social mobility and civic participation.

The GLA has spent an average of £12.5 million a year over the past 6 years, including the GLA's joint statutory duty to fund the Museum of London with the City of London since 2008.

The figures for expenditure on the Culture and Creative Industries Unit (from 2016) and the Culture team (until 2016) over the past 6 financial years are below.

Culture Expenditure	Expenditure Excluding Museum of London	Museum of London	Total
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GREATER LONDON AUTHORITY

LONDON ASSEMBLY

	£ m	£ m	£ m
12-13 Expenditure	3.4	8.9	12.3
13-14 Expenditure	3.5	8.6	12.1
14-15 Expenditure	3.9	8.4	12.3
15-16 Expenditure	4.6	7.8	12.4
16-17 Expenditure	4.4	8.1	12.5
17-18 Expenditure	5.6	8.0	13.6

Culture and Creative Industries (4)

Question No: 2018/2395

[Susan Hall](#)

How much money has the GLA spent on culture in the last year and can you provide me with a breakdown of how this was spent?

Answer for Culture and Creative Industries (4)

[The Mayor](#)

Last updated: 18 September, 2018

In the last year, from September 2017 to August 2018, £15.4m was spend on culture as follows:

Breakdown	Millions
Museum of London	£9.4
Culture Strategy Delivery Programmes:	
Creative Industries Investment Portfolio	£2.6
Culture Programmes	£1.9
Staffing	£1.5
Total	£15.4

London and Partners

Question No: 2018/2396

[Susan Hall](#)

How much money has the GLA given to London and Partners over the last 6 years?

Answer for London and Partners

[The Mayor](#)

Last updated: 18 September, 2018

L&P Payments Revenue Capital Total

	£000	£000	£000	
2012-13	13,166	0	13,166	
2013-14	11,380	0	11,380	
2014-15	11,809	0	11,809	
2015-16	11,825	0	11,825	
2016-17	11,465	25	11,490	
2017-18	12,252	0	12,252	
2018-19	13,655	0	13,655	Budgeted Amount

Supplies and services

Question No: 2018/2397

[Susan Hall](#)

Can I have an itemised breakdown of the supplies and services component of your budget?

Answer for Supplies and services

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Supplies and services

[The Mayor](#)

Last updated: 01 October, 2018

My GLA Group budget for 2018-19 (which is available on the GLA's website) sets out a GLA supplies and services budget for 2018-19 of £106m. This predominantly comprises programme budget items. The detailed GLA programme budget is also publicly available via the website. I would be happy to answer any further questions you might have on that.

Periodic Polling Programme

Question No: 2018/2398

[Susan Hall](#)

MD2082 approves periodic online polling services. Can you send me all of the periodic polling you have received from this programme to date?

Answer for Periodic Polling Programme

[The Mayor](#)

Last updated: 18 September, 2018

Periodic online polling is stored on the London Datastore. Please find attached a link to the relevant webpage below for polling data since 2009.

<https://data.london.gov.uk/gla-poll-results/>

All polls are published on the London Datastore within three months, with the following exceptions:

- 1) Polls commissioned to support work with a publication date outside of the three-month window. These polls will be published when the publication is released.
- 2) Polls commissioned to track a trend. These will be published after the last survey in a series has been conducted. The results of these surveys are to be published as a group to identify trends and to prevent surveys in the series that have still to be conducted being skewed by premature publication of current results.

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London and Partners GVA/Jobs

Question No: 2018/2399

[Susan Hall](#)

London and Partners claim to have added £340 million to London's GVA in 2016-17 and created/supported 10,112 jobs. Can you provide me with a breakdown of all the projects they have worked on to reach this amount, the value of that project in terms of GVA and jobs, and the role London and Partners played on that project?

Answer for London and Partners GVA/Jobs

[The Mayor](#)

Last updated: 18 September, 2018

Whilst London & Partners cannot share individual foreign direct investment projects because they are bound by client confidentiality, below is a breakdown of the £340m GVA and 10,112 jobs created/supported by London & Partners in 2016/7 according to projects areas that cover tourism (business and leisure), trade, investment and higher education.

The evaluation is based on the concept of additionality, only taking into account the additional impact that happens because of the role London & Partners have played. This methodology is endorsed by GLA Economics and was independently reviewed by Deloitte in 2015.

Project/Business area	GVA (m)	Jobs created/supported
Foreign Direct Investment	£104	6062
Business Tourism (Meetings & Conventions)	£39.5	677
Major Events	£24	412
Leisure Tourism	£147	2,511
Higher Education	£26	450

Total **£340m** **10,112**

Gangs Matrix

Question No: 2018/2400

[Susan Hall](#)

Please provide a breakdown of how many people were on the Gangs Matrix in 2015, 2016 and 2017, and can you also provide the number currently on the matrix?

Answer for Gangs Matrix

[The Mayor](#)

Last updated: 18 September, 2018

As of 03/09/2018 there were 3,177 nominals on the gang's matrix. On the same date in 2017 there were 3,788 nominals on the gang's matrix. 3,525 in 2016 and 3,763 in 2015.

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Grants

Question No: 2018/2401

[Susan Hall](#)

Please provide a list of grants available from the GLA, the department/team responsible for allocating/administering them, the amount available for each grant and the current amounts allocated from each grant.

Answer for Grants

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Grants

[The Mayor](#)

Last updated: 25 September, 2018

Grants that have been awarded are captured here and the information is updated monthly:

<https://data.london.gov.uk/dataset/gla-grants-data>

This information is also now published on the 360Giving website reflecting my transparency commitments (<http://grantnav.threesixtygiving.org/funder/GB-LAE-GLA>). 360Giving is a charity that aims to improve transparency in grant-giving by publishing information in an open and standardised format.

Grants that are available are captured here:

<http://grantnav.threesixtygiving.org/funder/GB-LAE-GLA>

In addition, a new page (<https://www.london.gov.uk/what-we-do/communities/working-londons-civil-society#acc-i-51833>) lists those grants available to civil society groups. It also includes insights into projects the GLA is working on with civil society and resources available for civil society groups, including links to access training, volunteering and data.

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MOPAC 1

Question No: 2018/2402

[Susan Hall](#)

Please can you provide a list of pay grades used by MOPAC and the corresponding level of pay.

Answer for MOPAC 1

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for MOPAC 1

[The Mayor](#)

Last updated: 01 November, 2018

This information is available in the Our Staff section of the MOPAC website and can be accessed using the link below:

<https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/about-mayors-office-policing-and-crime-mopac/our-staff>

MOPAC 2

Question No: 2018/2403

[Susan Hall](#)

Please provide a breakdown of how many MOPAC staff are paid over £50k, £100k and £150k for each financial year 2015/16, 2016/17, 2017/18 and the current year.

Answer for MOPAC 2

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

MOPAC 2

[The Mayor](#)

Last updated: 07 December, 2018

This data is published on the MOPAC website as follows:

- 2015/16: Gender Pay Gap Report. In the category of above £100,001 this can be broken down by:

o Above £150,000: 1

o £100,001 – £150,000: 5

- 2016/17: Gender Pay Gap Report. In the category of above £80,000 this can be broken down by:

o Above £150,000: 0

o £100,000- £150,000: 6

o £80,000 – £99,999: 1

- 2017/18: Will be published as part of Gender Pay Gap report later this year

o Above £150,000: 0

o £100,000- £150,000: 7 (includes Victims Commissioner)

o Above £50,000: 48

- Current year (31 August 2018):

o Above £150,000: 1

o £100,000 – £150,000: 7 (includes Victims Commissioner)

o £50,000 – £99,999: 51

Current senior salaries are published on the MOPAC website here.

MOPAC 3

Question No: 2018/2404

[Susan Hall](#)

What is the total MOPAC head count for each financial year 2015/16, 2016/17, 2017/18 and the current year to date.

Answer for MOPAC 3

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

MOPAC 3

[The Mayor](#)

Last updated: 07 December, 2018

This is published on the MOPAC website as follows:

- 2015/16: Gender Pay Gap Report.
- 2016/17: Gender Pay Gap Report.
- 2017/18: Will be published as part of Gender Pay Gap report later this year. The headcount as of 31 March 2018 was 116.
- 2018/19: The headcount as at 24 September 2018 is 130. This increase is due to increase in functions under MOPAC such as the Countering Violent Extremism Programme (short term) and increased budget for commissioned services.

MOPAC 4

Question No: 2018/2405

[Susan Hall](#)

What is the total MOPAC staffing budget for each financial year 2015/16, 2016/17, 2017/18 and the current year to date.

Answer for MOPAC 4

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

MOPAC 4

[The Mayor](#)

Last updated: 07 December, 2018

Details of the MOPAC pay budget for each financial year 2015/16, 2016/17, 2017/18 and the current year to date are published on the MOPAC website and can be accessed here https://www.london.gov.uk/sites/default/files/mopac_budget_and_staffing_summary_final.pdf

MOPAC 5

Question No: 2018/2406

[Susan Hall](#)

Please can you provide an up-to-date organogram of MOPAC including the pay grades.

Answer for MOPAC 5

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for MOPAC 5

[The Mayor](#)

Last updated: 01 November, 2018

The MOPAC organisation chart and corresponding pay scales are available in the Our Staff section of the MOPAC website and can be accessed using the link below:

<https://www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/about-mayors-office-policing-and-crime-mopac/our-staff>

MOPAC 6

Question No: 2018/2407

[Susan Hall](#)

Please provide a breakdown of the MOPAC central office costs for each financial year 2015/16, 2016/17, 2017/18 and the current year to date.

Answer for MOPAC 6

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

MOPAC 6

[The Mayor](#)

Last updated: 07 December, 2018

Details of office costs budget for each financial year 2015/16, 2016/17, 2017/18 and the current year to date are published on the MOPAC website and can be accessed here https://www.london.gov.uk/sites/default/files/mopac_budget_and_staffing_summary_final.pdf

MOPAC 7

Question No: 2018/2408

[Susan Hall](#)

Please provide a list of grants available from MOPAC, the amount available for each grant, the current recipients and the current amounts allocated from each grant.

Answer for MOPAC 7

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

MOPAC 7

[The Mayor](#)

Last updated: 07 December, 2018

Details of grants available from MOPAC, the amount available for each grant, the current recipients and the current amounts allocated from each grant are published on the MOPAC website and can be accessed here:

https://www.london.gov.uk/sites/default/files/mopac_budget_and_staffing_summary_final.pdf

MOPAC 8

Question No: 2018/2409

[Susan Hall](#)

Please provide a breakdown of the MOPAC Commissioning Budget by project basis and recipient basis for each financial year 2015/16, 2016/17, 2017/18 and the current year to date.

Answer for MOPAC 8

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

MOPAC 8

[The Mayor](#)

Last updated: 07 December, 2018

A breakdown of the MOPAC commissioning budget by project basis and recipient basis for each financial year 2015/16, 2016/17, 2017/18 and the current year to date are published on the MOPAC website and can be accessed here:

https://www.london.gov.uk/sites/default/files/mopac_budget_and_staffing_summary_final.pdf

Homicides 1

Question No: 2018/2410

[Susan Hall](#)

Of the number of homicide victims this year, how many were on the Gangs matrix? (please include the total number of victims)

Answer for Homicides 1

[The Mayor](#)

Last updated: 18 September, 2018

There have been 100 Homicide Victims between 1/1/2018 up to 6/9/18, 18 of these victims were on the Gangs matrix.

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Homicides 2**Question No: 2018/2411**[Susan Hall](#)

Of the alleged perpetrators of homicide this year, how many were on the Gangs matrix? (please include the total number of alleged perpetrators)

Answer for Homicides 2[The Mayor](#)

Last updated: 18 September, 2018

The MPS have interpreted “perpetrator” as an individual who is a suspect or charged as an accused in relation to the homicide.

The MPS has identified 169 perpetrators for homicides recorded between 1/1/2018 and 6/9/18.

111 persons have been charged in relation to the homicides, with 49 persons defined as a suspect or an accused having also appeared on the matrix.

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Homicides 3**Question No: 2018/2412**[Susan Hall](#)

Of the number of homicide victims this year, how many had previous convictions? (please include the total number of victims)

Answer for Homicides 3[The Mayor](#)

Last updated: 18 September, 2018

There were 100 victims of homicide in London between 01/01/2018 and 06/09/2018, 55 of those victims had previous convictions.

|

Homicides 4**Question No: 2018/2413**[Susan Hall](#)

Of the alleged perpetrators of homicide this year, how many had previous convictions? (please include the total number of alleged perpetrators)

Answer for Homicides 4[The Mayor](#)

Last updated: 18 September, 2018

The MPS have interpreted “perpetrator” as an individual who is a suspect or charged as an accused in relation to the homicide.

The MPS has identified 169 perpetrators for homicides recorded between 1/1/2018 and 6/9/18.

111 persons have been charged in relation to the homicides. 75 of these persons have previous convictions.

|

Homicides 5

Question No: 2018/2414

[Susan Hall](#)

Of the number of homicide victims this year, how many were excluded from school? (please include the total number of victims)

Answer for Homicides 5

[The Mayor](#)

Last updated: 18 September, 2018

Of the 100 victims of homicide between 01/01/2018 and 06/09/2018, 16 victims were aged 18 years or under.

The MPS does not record in an easily recoverable format how many victims or suspects are “excluded from school”. This information is often identified through the course of an investigation, but the MPS is not able to provide an accurate figure at this time.

|

Homicides 6

Question No: 2018/2415

[Susan Hall](#)

Of the alleged perpetrators of homicide this year, how many were excluded from school? (please include the total number of alleged perpetrators)

Answer for Homicides 6

[The Mayor](#)

Last updated: 18 September, 2018

Of the 100 homicides recorded between 01/01/2018 and 06/09/2018, there are 169 named suspects or people accused. 111 persons have been charged with 39 suspects/accused were aged 19 or under.

The MPS does not record in an easily recoverable format how many victims or suspects are “excluded from school”.

This information is often identified through the course of an investigation, but the MPS is not able to provide an accurate figure at this time.

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Police officer numbers

Question No: 2018/2416

[Susan Hall](#)

Please can you provide a monthly breakdown of police officer numbers up to and including March 2008 since the Greater London Authority was first established?

Answer for Police officer numbers

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Police officer numbers

[The Mayor](#)

Last updated: 01 October, 2018

The table below shows the number of Police Officer Full Time Equivalent (FTEs) between July 2000 and March 2008. The monthly data provided is an average police officer strength for each month, which may differ from annual strength figures which provide a snapshot as of the end of the financial year.

Month/Year	Police Officer (FTEs)
Jul 2000	25,402.94
Aug 2000	25,274.96
Sep 2000	25,228.87
Oct 2000	25,260.91
Nov 2000	25,325.71
Dec 2000	25,389.87
Jan 2001	25,421.79
Feb 2001	25,338.98
Mar 2001	25,430.48
Apr 2001	25,473.18
May 2001	25,615.61
Jun 2001	25,771.51
Jul 2001	25,901.62
Aug 2001	26,048.99
Sep 2001	25,920.49

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Oct 2001	26,078.85
Nov 2001	26,239.98
Dec 2001	26,390.49
Jan 2002	26,442.38
Feb 2002	26,663.95
Mar 2002	26,768.40
Apr 2002	26,636.06
May 2002	26,787.48
Jun 2002	26,905.82
Jul 2002	27,055.86
Aug 2002	27,229.86
Sep 2002	27,393.67
Oct 2002	27,622.01
Nov 2002	27,494.55
Dec 2002	27,750.62
Jan 2003	27,905.72
Feb 2003	28,211.66
Mar 2003	28,476.67
Apr 2003	28,366.47
May 2003	24,775.31
Jun 2003	28,837.56
Jul 2003	29,064.49
Aug 2003	29,278.47
Sep 2003	29,492.68
Oct 2003	29,725.16
Nov 2003	29,626.14
Dec 2003	29,886.27
Jan 2004	30,086.79
Feb 2004	30,234.79
Mar 2004	30,264.73
Apr 2004	30,162.44
May 2004	30,217.21
Jun 2004	30,300.99
Jul 2004	30,460.35
Aug 2004	30,568.31
Sep 2004	30,624.22

GREATER **LONDON** AUTHORITY**LONDON** ASSEMBLY

Oct 2004	30,684.49
Nov 2004	30,762.79
Dec 2004	30,681.34
Jan 2005	30,790.28
Feb 2005	30,963.71
Mar 2005	31,175.07
Apr 2005	31,057.00
May 2005	31,095.73
Jun 2005	31,141.10
Jul 2005	31,185.42
Aug 2005	31,200.87
Sep 2005	31,237.13
Oct 2005	31,234.43
Nov 2005	31,187.86
Dec 2005	31,105.66
Jan 2006	31,013.63
Feb 2006	30,953.18
Mar 2006	30,870.67
Apr 2006	30,790.28
May 2006	30,828.67
Jun 2006	30,733.63
Jul 2006	30,782.67
Aug 2006	31,073.53
Sep 2006	31,079.91
Oct 2006	30,853.88
Nov 2006	31,153.17
Dec 2006	30,783.64
Jan 2007	30,855.64
Feb 2007	30,526.61
Mar 2007	31,058.35
Apr 2007	31,259.87
May 2007	31,256.84
Jun 2007	31,211.27
Jul 2007	31,256.96
Aug 2007	31,252.00
Sep 2007	31,297.63

Oct 2007	31,282.97
Nov 2007	31,401.57
Dec 2007	31,321.92
Jan 2008	31,314.36
Feb 2008	31,510.93
Mar 2008	31,608.62

Spits Hoods 3

Question No: 2018/2417

[Susan Hall](#)

For each financial year, 2015/16, 2016/17 and 2017/18, please breakdown how many days leave by police officers were taken as a result of being bitten or spat at?

Answer for Spits Hoods 3

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Spits Hoods 3

[The Mayor](#)

Last updated: 01 October, 2018

The MPS does not hold data on the breakdown of how many days leave were taken by police officers as a result of being spat at.

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Question No: 2018/2418

[Tony Arbour](#)

Since January 2015, please can you provide a monthly breakdown of the number of 101 calls received by the Metropolitan Police Service, the average waiting time and the number terminated before being answered?

Answer for 101

[The Mayor](#)

Last updated: 18 September, 2018

The table under Appendix 2018/2418 details the performance of 101 calls received by the MPS on a monthly basis between January 2015 to July 2018. Showing the total number of calls received into the Service, incomplete calls and the average waiting times.

Right to Buy**Question No: 2018/2419**[Tony Devenish](#)

In view of the Mayor's Housing Strategy policies on Right to Buy, would the Mayor like to take the opportunity to applaud Islington resident Christopher Nugee for his enterprising use of Right to Buy in 2007 under the last Government, which Channel 4's Dispatches calculated has doubled this gentleman's investment to £1 million?

Answer for Right to Buy[The Mayor](#)

Last updated: 18 September, 2018

I do not comment on individual cases. I will continue to call on Government for fundamental reform that will enable homes sold through Right to Buy to be replaced like for like.

|

Vacant land at St Mary's Hospital, Marylebone Road**Question No: 2018/2420**[Tony Devenish](#)

Could the Mayor please ask GLA officers to seek a realistic time scale for when the vacant St Mary's Hospital site on Marylebone Road will be developed or disposed of? Would the Mayor agree that this is an ideal opportunity for the GLA to gently nudge Imperial NHS Trust to do the right thing? Thanks to Councillor Arzymanow for bringing this to my attention.

Answer for Vacant land at St Mary's Hospital, Marylebone Road[The Mayor](#)

Last updated: 18 September, 2018

The building referred to is the former Samaritan Hospital building that is currently being used by Imperial College Healthcare NHS Trust to provide estates and facilities support for the adjoining Western Eye Hospital. The Western Eye Hospital is a fully operational 24/7 eye hospital.

The Imperial College Healthcare NHS Trust has informed the GLA that whilst no definitive plans have been made, the future of the site is integral to the organisations wider, emerging, redevelopment plans.

|

More homes for Londoners**Question No: 2018/2421**[Tony Devenish](#)

Will you be writing to Alex Mahon Chief Executive of Channel 4 to urge her to accelerate housing development plans on at least part of her SW1 current HQ, in parallel with a national HQ move out of London, in order to avoid the current SW1 HQ being under utilised for many years?

Answer for More homes for Londoners[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for More homes for Londoners[The Mayor](#)

Last updated: 25 September, 2018

I understand that Channel 4 plans to retain the site of its current headquarters to provide additional workspace. However, I will monitor this and engage with Channel 4 to explore options to deliver homes on the site.

|
|

Debt advice**Question No: 2018/2422**[Tony Devenish](#)

How practically can the Mayor use the power of bringing people together to help PayPlan and StepChange, which provide free debt advice to many Londoners? Do you support the recommendations of the Wyman Review?

Answer for Debt advice[The Mayor](#)

Last updated: 18 September, 2018

The growing level of personal debt in both London and the rest of the UK is a huge concern. I will be monitoring levels of household arrears, the burden of debt and the numbers of Londoners seeking debt advice through my economic fairness measures.

I am planning a summit to identify how City Hall can best support partners to improve the financial health and education of young Londoners.

I support many of the Wyman Review's recommendations, including its affirmation of the vital role that free and independent debt advice plays in limiting harm to individuals, and agree with the need for an increase in debt advice provision. There should also be a focus on policies that are increasing demand for debt advice. My officers are in contact with

stakeholders to explore what further action I can take to support and protect the provision of free debt advice in London. They will also be discussing which recommendations from the Wyman report we can work towards together.

|

Police helicopters

Question No: 2018/2423

[Tony Devenish](#)

While Londoners accept Metropolitan Police Service helicopters are an essential part of Counter Terrorism policing and major crime operations, has the Mayor reviewed the hours Metropolitan Police Service helicopters spent airborne across London for his first two years compared to the previous 5 years? Please provide these figures. How are drones being brought into service to cut costs and ensure Londoners, where possible, avoid the noise pollution which helicopters inevitably make?

Answer for Police helicopters

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Police helicopters

[The Mayor](#)

Last updated: 21 May, 2019

The National Police Air Service (NPAS) do not monitor performance by Flying Hours but by Actioned Calls for Service (the number of times the helicopter is tasked across London). The MPS account for 20 per cent of the total NPAS demand, which equates to 898 flights since the 1 January 2019.

Performance is monitored by a Deputy Assistant Commissioner (DAC) lead who also sits on the National Board alongside a MOPAC representative. There is also a NPCC Aviation review underway that is looking at how drones might be utilised more effectively.

Police helicopters

[The Mayor](#)

Last updated: 21 May, 2019

The National Police Air Service (NPAS) do not monitor performance by Flying Hours but by Actioned Calls for Service (the number of times the helicopter is tasked across London). The MPS account for 20 per cent of the total NPAS demand, which equates to 898 flights since the 1 January 2019.

Performance is monitored by a Deputy Assistant Commissioner (DAC) lead who also sits on the National Board alongside a MOPAC representative. There is also a NPCC Aviation review underway that is looking at how drones might be utilised more effectively.

Police houses**Question No: 2018/2424**[Tony Devenish](#)

Does the Mayor have any plans via GLA, Transport for London or Metropolitan Police Service/the London Fire Commissioner's Office's cumulatively huge land holdings to build modern Police section houses to potentially increase police retention rates?

Answer for Police houses[The Mayor](#)

Last updated: 18 September, 2018

The shortage of affordable housing in the capital has been linked to difficulties in the recruitment and retention of public sector workers, including those crucial to the operation of the emergency services.

I recognise the significant role that public sector land can play in meeting affordable housing need and the London Housing Strategy makes clear my support for approaches that set aside a proportion of homes on public-sector land for key workers.

|

Probation reform**Question No: 2018/2425**[Tony Devenish](#)

I have urged you before at Mayor's Question Time to pro-actively engage with the Ministry of Justice over probation reform. As London's Police & Crime Commissioner, now Government is looking to reform these crucial services which directly impact on crime levels, will you please bring forward plans to do so?

Answer for Probation reform[The Mayor](#)

Last updated: 18 September, 2018

I was one of those that warned the privatisation of the probation service would be a monumental gamble with public safety. It is disappointing that we find ourselves in the current situation, where dogma overrode the views of experts and those in the probation service, leading to a string of critical inspection reports and poorly performing rehabilitation support for offenders. By splitting up the probation service, and handing over responsibility for rehabilitating offenders to an untried and untested model, Londoners safety has been put at risk.

I therefore welcome the Government's decision to terminate the London Community Rehabilitation Company contracts early. However, I am disappointed that the Government are not using this opportunity to reunite the National Probation Service and the CRC back into a unified, single Probation Service as is being done in Wales.

The pressure I have placed on the Ministry of Justice for London to have a greater say over probation services has resulted in agreement for my Office for Policing and Crime to co-design the new arrangements. This is a specific commitment in the Memorandum of Understanding I have signed with the Justice Secretary to work towards justice devolution

|

RBKC Police Officers**Question No: 2018/2426**[Tony Devenish](#)

How many police officers are being funded by the Royal Borough of Kensington and Chelsea?

Answer for RBKC Police Officers[The Mayor](#)

Last updated: 18 September, 2018

The Royal Borough of Kensington and Chelsea currently fund 36 police officers - 34 in the Enhanced Safer Neighbourhood Team and 2 in the Social Inclusion Team addressing anti-social behaviour.

|

Central West BCU**Question No: 2018/2427**[Tony Devenish](#)

When compared to the combined individual boroughs in April 2016, the Central West BCU shows a police officer reduction of 21%, by far the highest of all the BCU. Please can you explain why this BCU has been disproportionately cut despite having one of the higher crime rates?

Answer for Central West BCU[The Mayor](#)

Last updated: 18 September, 2018

The allocation of officers to BCUs is based primarily on a 'bottom up' resource modelling approach. The capacity of individual officers to manage a workload has been assessed within each operational strand (response, safeguarding, neighbourhoods and CID).

The revised officer allocation process reflects the new operating model in BCUs and is based on modelling of officers against demand of various types. This is a more rigorous approach than that previously used, reflecting a more challenging operational and financial climate, and allowing a more accurate assessment of the impact of changes in demand, from the One Met Model Portfolio, and in budgets.

The baseline for the changes to BCUs was fixed in November 2016 when the Boroughs of Westminster, Kensington and Chelsea and Hammersmith and Fulham had a combined total of 2,046 posts (not including any additional funded posts). At go live of Central West (the combined Boroughs) will have a total of 1,803 posts (not including any additional funded posts). This is a reduction of just over 11% and is comparable with other reductions across local policing, recognising the overall reduction to 30,000 officers.

The allocation for Central West includes an additional 200 officers over and above the results of the resource modelling process in recognition of the unique demands of policing this area, the West End in particular.

The intention is that the revised resource modelling approach will be periodically and regularly reviewed so that changes in the policing demand across London, reflecting other environmental and demographic changes, can be assessed and the allocation adjusted when necessary.

|

Hammersmith Bridge (1)

Question No: 2018/2428

[Tony Devenish](#)

What is the current timetable for the repair and strengthening of Hammersmith Bridge?

Answer for Hammersmith Bridge (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Hammersmith Bridge (1)

[The Mayor](#)

Last updated: 25 September, 2018

The London Borough (LB) of Hammersmith & Fulham, which owns Hammersmith Bridge, is responsible for its management and the delivery of this important work.

Although construction is estimated to begin in 2019, Transport for London (TfL) is currently awaiting a final programme and options report from LB Hammersmith and Fulham, after which a detailed schedule that reflects the complex nature of these major works will be available.

The project board, represented by the borough and TfL, will ensure that relevant stakeholders, including local residents, users of the bridge and bus passengers, are informed on the latest progress and programme.

|

Hammersmith Bridge (2)**Question No: 2018/2429**[Tony Devenish](#)

Do you recognise that delaying work on the Hammersmith Bridge only increases the cost and the time that work will take when it does finally happen?

Answer for Hammersmith Bridge (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Hammersmith Bridge (2)[The Mayor](#)

Last updated: 25 September, 2018

Hammersmith Bridge is a complex Grade 2 listed suspension structure built in 1887. The structural repairs are not straightforward. It is essential to complete the necessary inspections, investigations and assessments before committing to a solution.

These activities are now complete, and the Hammersmith & Fulham Council's appointed consultants are undertaking detailed analysis to determine the required scope of work and potential solutions. This will allow the best and most cost-effective course of action for the bridge to be determined.

|
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PAYG Insurance for PHVs (1)**Question No: 2018/2430**[Tony Devenish](#)

A recent City AM article claimed 'Khan should park the cap on taxis -it's actually TfL licensing that is clogging up our roads'. Do you agree?

Answer for PAYG Insurance for PHVs (1)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for PAYG Insurance for PHVs (1)[The Mayor](#)

Last updated: 25 September, 2018

The City AM article suggests that London private hire vehicle (PHV) drivers are on the road for longer because they need to recover the costs of annual insurance cover.

However, there is no requirement for London PHVs to be covered for hire or reward use annually or at all times when licensed. Transport for London's (TfL) requirements are that vehicles are insured to carry passengers for hire or reward when they are presented for licensing as a PHV and, once licensed, when they are used as a PHV. These requirements do not prevent a driver from working part-time.

TfL recently sought views on insurance requirements to ensure that they remain fit for purpose as part of its Improving Safety in Private Hire Vehicles consultation which closed on 25 June. TfL received more than 5,000 responses which it is currently considering and once completed it will confirm whether any proposal for change will be taken forward.

On 15 August I sent an open letter to the Secretary of State for Transport Chris Grayling MP renewing my calls for the power to cap numbers of PHVs licensed in London. Please also see my responses to MQ 2017/3475 and MQ 2017/4119.

|

PAYG Insurance for PHVs (2)

Question No: 2018/2431

[Tony Devenish](#)

Do you accept that there is a strong case for allowing PHVs to use Pay As You Go insurance to encourage part-time working and reduce the numbers of vehicles on London's roads?

Answer for PAYG Insurance for PHVs (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for PAYG Insurance for PHVs (2)

[The Mayor](#)

Last updated: 25 September, 2018

As stated in MQ 2018/2430, licensed London private hire vehicles (PHVs) only need to be insured to carry passengers for hire or reward when they are in use as a PHV. There is no requirement for London PHVs to be covered for hire or reward use annually or at all times when licensed. Insurance requirements for London PHVs do not prevent drivers from working part time where this is their preference.

Transport for London (TfL) did recently seek views on insurance requirements to ensure that they remain fit for purpose as part of its Improving Safety in Private Hire Vehicles consultation which closed on 25 June. TfL received more than 5,000 responses which it is currently considering and once completed it will confirm whether any proposal for change will be taken forward.

|

Bus Safety (2)**Question No: 2018/2433**[Tony Devenish](#)

In the light of the recent article 'Fears raised over safety record of London buses', do you have any plans to bring forward your goal of zero deaths and injuries by 2041?

Answer for Bus Safety (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Bus Safety (2)[The Mayor](#)

Last updated: 25 September, 2018

The recent article that highlighted the significant number of deaths and serious injuries involving London buses further underlines the importance of my Vision Zero approach, and the urgency of activity set out in my Vision Zero action plan. The plan, published in July, included ambitious interim targets to achieve my long-term goal of eradicating deaths and serious injuries from London's streets.

Transport for London, the bus operators, our policing partners and the London boroughs will work to realise this goal as soon as possible. The Vision Zero plan sets a more ambitious 2022 target for the reduction of deaths and serious injuries involving a bus, as well as the additional goal of eliminating deaths from the bus network by 2030.

These targets demonstrate the opportunity to deliver casualty savings sooner on London's buses through TfL's wide-ranging Bus Safety Programme.

|

Ola**Question No: 2018/2434**[Tony Devenish](#)

Indian car hailing app Ola is, according to the Financial Times, rolling out UK wide by the end of the year. What dialogue has Transport for London had with this company and what, in your view, will be the impact on London?

Answer for Ola[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Ola[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) works closely with technology companies around the world to support innovation that could complement public transport in London. TfL's regulation of London's taxi and private hire trades ensures passenger safety, and private hire operators must demonstrate they meet rigorous standards.

TfL actively encourages companies who are considering applying for a private hire operator licence - and especially those offering new, novel or ridesharing services - to engage with it before submitting an application.

I can confirm TfL has met with Ola to discuss its application.

|

TfL Modelling (1)

Question No: 2018/2435

[Tony Devenish](#)

Are you confident that Transport for London's modelling of the extent to which new transport schemes will impact modal shift is robust?

Answer for TfL Modelling (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for TfL Modelling (1)

[The Mayor](#)

Last updated: 25 September, 2018

Yes, I am. Transport for London's (TfL) London Transportation Studies model predicts how personal travel across multiple modes might respond to changes in London over time. TfL follows robust processes and procedures to ensure transport schemes are designed optimally and to understand what impact they will have, taking into account predictions of modal shift.

|

TfL Modelling (2)

Question No: 2018/2436

[Tony Devenish](#)

Do you accept that Transport for London's modelling assumes that traffic acts like a liquid and simply moves elsewhere when one option is blocked off?

Answer for TfL Modelling (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for TfL Modelling (2)

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) follows industry best practice in traffic modelling, which provides predictions for both the short and long term. TfL's models factor in many variables, including traffic behaviour, modal shift and congestion, to influence forecasts on how traffic will behave in response to planned schemes and works.

|

Motorbike Noise

Question No: 2018/2437

[Tony Devenish](#)

A number of my constituents have complained about excessive noise from motorbikes. Will you write to the Secretary of State for Transport asking that he considers amending the Road Vehicles (Construction and Use) Regulations 1078/1986 to require that motorcycles and cars manufactured in the UK or imported be equipped with effective silencers?

Answer for Motorbike Noise

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Motorbike Noise

[The Mayor](#)

Last updated: 25 September, 2018

I understand the concern Londoners have about noisy vehicles. Type Approval of new vehicles includes a drive-by noise test requirement. Once on the road, it is a legal requirement for a motor vehicle to have an effective silencer and for pollution control equipment present at Type Approval to remain functional. Both of these items are covered by the annual MOT test, which has recently been tightened in this area.

The Driver and Vehicle Standards Agency (DVSA) and the police are responsible for enforcement at the roadside, and both carry out spot checks and intelligence-led enforcement. Transport for London and the Greater London Authority (GLA) group do not have the powers to stop vehicles and carry out inspections. However, in view of the concern you raise, I will ask Transport for London (TfL) to discuss this issue as part of their ongoing engagement with Government.

|

94 Bus Route**Question No: 2018/2438**[Tony Devenish](#)

Given it would be the second major withdrawal of a useful service in a year, and in the direction of Marble Arch leaves my constituents with only north and southbound routes (the 274 and 148), will you withdraw Transport for London's proposal to stop the 94 bus route at North Row by Selfridges?

Answer for 94 Bus Route[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for 94 Bus Route[The Mayor](#)

Last updated: 25 September, 2018

As part of the consultation on transforming Oxford Street, Transport for London (TfL) proposed a number of amendments to bus routes that service the area. These changes would help reduce over-provision of buses along Oxford Street, as well as reducing congestion and improving air quality for people living, shopping and working in the area.

Implementing the change to route 94 is dependent on changes to the roads managed by Westminster City Council. TfL has held initial discussions with the council on this matter, but is still to reach agreement. Should Westminster City Council agree to TfL's proposal, then this change would be implemented once the Elizabeth line has opened. I am assured that bus passengers would still be able to complete their journeys by interchanging at North Row to other bus routes that will continue to serve Oxford Street east. Thanks to my Hopper fare, passengers can now make as many journeys as they like on London's bus network for £1.50 within one hour of starting their journey.

|

Oxford Street Buses Reduction**Question No: 2018/2439**[Tony Devenish](#)

With reference to which buses have been removed, when this happened and which buses have seen a reduction in frequency, please justify the statement that there has been a 40% reduction in Oxford Street buses?

Answer for Oxford Street Buses Reduction[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Oxford Street Buses Reduction[The Mayor](#)

Last updated: 25 September, 2018

The 40 per cent reduction relates to the section of Oxford Street between Selfridges and Oxford Circus (Oxford Street West).

Since the start of 2017, routes 6, 13, 73, 137 and 189 have been removed from Oxford Street West, with routes 94 and 98 having had their frequencies reduced. In association with these changes, route 113 has been added and route 390 has had a frequency increase.

As a result of these changes, there are currently 78.5 buses per hour on Oxford Street West, compared to 131 buses per hour at the start of 2016 - a reduction of 40 per cent.

|

Congestion (1)**Question No: 2018/2440**[Tony Devenish](#)

What assessment have you made of the effect of congestion on London's international competitiveness?

Answer for Congestion (1)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Congestion (1)[The Mayor](#)

Last updated: 25 September, 2018

My response to MQ 2018/2443 sets out what I am doing to tackle congestion in London.

London's transport network is one of the Capital's strengths and boosts its international competitiveness. Over 27 million trips are taken each day in London, with over 60 per cent of those now made by public transport, walking and cycling.

The road network is tracked closely by the minute and actively managed using advanced Intelligent Transport Systems. Congestion is measured and tracked, and teams at Transport for London assess journey time reliability among other performance measures to ensure that the network is managed effectively.

The INRIX Global traffic scorecard shows that London performs better than New York City and is on a par with Paris regarding congestion.

|

|

Congestion (2)**Question No: 2018/2441**[Tony Devenish](#)

What representations have you received from (a) road users and (b) other organisations on the effect of cycle superhighways throughout London on the level of traffic congestion?

Answer for Congestion (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Congestion (2)[The Mayor](#)

Last updated: 01 October, 2018

TfL regularly engages with business and road user groups to seek feedback about Cycle Superhighways, both through consultation responses, which are summarised in its published consultation reports, and through correspondence and discussions.

Many of London's businesses are supportive of cycling, with 85 per cent of London's Business Improvement Districts reporting in a 2017 survey that a good environment for cycling is important for business performance. A large number of major businesses also supported the introduction of the East-West and North-South Superhighways when they were originally consulted with the public.

Nevertheless, I do understand the concerns of businesses and road users affected by congestion, particularly the impact on freight and servicing activities. My Transport Strategy sets out how a shift from car use to more space-efficient means of travel, helped by schemes such as Cycle Superhighways, will provide a long-term solution to the challenges posed by congestion and support reliable deliveries and servicing.

TfL monitors the performance of the Cycle Superhighways to ensure that they operate in the best way possible for all road users, making adjustments as necessary. For example, TfL worked closely with local businesses to identify improvements to the Byward Street/Trinity Square junction on the East-West Cycle Superhighway. The resulting changes are now being implemented and are expected to result in improvements to local access and journey times.

Congestion (3)**Question No: 2018/2442**[Tony Devenish](#)

What assessment have you made of the effect of the roll-out of cycle superhighways throughout London on the level of traffic congestion?

Answer for Congestion (3)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Congestion (3)

[The Mayor](#)

Last updated: 25 September, 2018

There is limited road space in London, and we need to make sure that it is used as efficiently as possible by prioritising walking, cycling and public transport use. This includes reallocating road space to sustainable transport modes through Cycle Superhighways and other Healthy Streets schemes.

Transport for London (TfL) is monitoring journey times of traffic travelling adjacent to each of the main Cycle Superhighways following construction. On CS2 and CS5, in both directions, journey times are similar to those seen pre-construction. In other cases, some additional journey times have been seen, but these are stable or are reducing.

Schemes like Cycle Superhighways allow us to increase the carrying capacity to move more people in the same limited space, especially during peak times. They also make it easier for Londoners to choose to walk and cycle, which brings significant health benefits.

|

Congestion (4)

Question No: 2018/2443

[Tony Devenish](#)

Have you assessed the effect of increasing traffic congestion on the viability of the cab trade in London?

Answer for Congestion (4)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Congestion (4)

[The Mayor](#)

Last updated: 25 September, 2018

Traffic levels and speeds are monitored by Transport for London (TfL) on a day-to-day basis and the road network is managed using advanced intelligent traffic control systems. In recent years, the growth in the number of Private Hire Vehicles (PHVs) has led to increases in congestion at certain times.

To tackle congestion across London, TfL is taking forward the measures set out in my Transport Strategy, working closely with boroughs, businesses, the freight industry and other stakeholders to reduce London's reliance on cars in favour of walking, cycling and

public transport while enabling essential freight and servicing activity. In addition, TfL is currently consulting on removing the exemption to the Congestion Charge for most PHVs.

|
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Pollution

Question No: 2018/2444

[Tony Devenish](#)

What evidence do you hold to support the claim that the introduction of cycle superhighways is associated with lower levels of pollution in London?

Answer for Pollution

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Pollution

[The Mayor](#)

Last updated: 01 October, 2018

Road transport is the source of around 50 per cent of NOX, PM10 and PM2.5 emissions in London. Addressing this requires two-fold action, as set out in my Transport Strategy and Environment Strategy. This two-fold action includes measures to establish cleaner vehicle standards, such as the expanded Ultra Low Emissions Zone, together with initiatives to encourage more journeys to be made by cleaner modes of transport such as walking, cycling and public transport.

Schemes that make it easier for people to walk and cycle, including Cycle Superhighways, are a vital part of encouraging a shift to non-polluting modes of transport.

TfL's analysis (available here <http://content.tfl.gov.uk/mts-outcomes-summary-report.pdf>) provides evidence that, if successfully delivered, my Transport Strategy will lead to a reduction in road vehicle emissions when compared to 2013 levels.

GLA and TfL Land

Question No: 2018/2445

[Tony Devenish](#)

How much in acres or percentage terms of the GLA's 1,576 acres and Transport for London's 5,700 acres will remain, after site 'starts', completely undeveloped by May 2020 and May 2024?

Answer for GLA and TfL Land

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for GLA and TfL Land

[The Mayor](#)

Last updated: 01 October, 2018

GLA inherited 1,576 acres of land, of which approximately 44% is not considered developable, as it includes for example dock bed water at the Royal Docks (250 acres) and Thames Barrier Park (17 acres). All of the developable land is already subject to development agreements.

Transport for London (TfL) own 5,700 acres of land. The majority is required for operational purposes, forming the basis of London's main roads, depots, bus stations and railways. Land that has been identified as available for development is included in TfL's programme.

Over the course of this Business Plan for 2018/19 to 2022/23, TfL will begin building housing and commercial space on 300 acres of land.

Chobham Manor

Question No: 2018/2446

[Tony Devenish](#)

What lessons will the GLA pass on to partners such as Taylor Wimpey, L&Q and the London Legacy Development Corporation after complex leases had to be withdrawn following risk management concerns from Barclays?

Answer for Chobham Manor

[The Mayor](#)

Last updated: 18 September, 2018

Both LLDC and its partners believe that the current lease at Chobham Manor complies with UK finance guidelines. However, they have assured me that they are working to amend the clause so mortgage applications are not delayed.

This case is indicative of wider issues in the leasehold sector. I am working with Government to support the reform of leasehold, and lobbying them to do more to protect the rights of existing leaseholders who may be experiencing issues. In the meantime, I am improving access to advice for leaseholders by a producing my own 'how to lease' guide, to support leaseholders to make the right decisions.

|

Tech titans**Question No: 2018/2447**[Tony Devenish](#)

This article in City Am (<http://www.cityam.com/261871/tech-titans-bed-down-london-why-brexit-wont...>) highlights how “London is still seen as a leading destination for business growth and international business talent”. Will you stop being so pessimistic and talking London down?

Answer for Tech titans[The Mayor](#)

Last updated: 18 September, 2018

London is the technology capital of Europe and I am pleased that many tech giants have signalled a long-term commitment to our city with significant investment. I recently commissioned a research paper, The AI Growth Capital of Europe, and its findings found that key to London’s success was its reputation as an open, tolerant and inclusive city, and maintaining this will be key to the capital’s position as a global tech hub. I am committed to ensuring London maintains these values as a city. Not just because they are key to the tech sector - but because they are key to every sector.

London is a resilient city; however, we cannot remain complacent in the face of increasing global competition between cities. My promotional agency, London & Partners, continues to promote London internationally as a leading global destination to visit, invest in and study. With 4 of the world’s top 50 universities based in the city, businesses keep choosing London for its pool of talent and complex business ecosystem. 89% of non-British nationals surveyed in 2017 considered the UK an attractive destination to live and work. I remain unwaveringly confident that London will always be a leading destination for business growth and international business talent.

|

Transport for London ‘TravelBot’**Question No: 2018/2450**[Caroline Russell](#)

Will you ask Transport for London (TfL) to update its ‘TravelBot’ so it recognises ‘step-free’ as a key term and directs users to accessible information, including live updates of where step-free access is and isn’t available on the TfL network?

Answer for Transport for London ‘TravelBot’[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Transport for London ‘TravelBot’[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) keeps the accuracy of its information tools under continuous review. I am pleased to report that TfL has recently enhanced the TravelBot's technology to make it even simpler for customers to get the step-free access information they need as they move around the city.

Before the update, if a customer asked TravelBot for step-free information at a particular station, they were directed to a station page that provided live status information. Since early September 2018, customers asking a more general query about step-free access are offered links to TfL's 'Status updates' page, as well as a supporting page that most closely matches their query, such as on wheelchair access and avoiding stairs, or for expectant mothers and buggy users.

|

Live step-free information for the London Underground

Question No: 2018/2451

[Caroline Russell](#)

A constituent has been in touch with me to raise the issue of live step-free information not being available for the Transport for London (TfL) Underground network. This constituent has restricted mobility and checked information before travelling from Tooting to Tottenham Court Road but on arriving at Tottenham Court Road they were unable to leave the station because the lift was out of order. Will you ensure that TfL provides live updates of changes in accessibility across its network, social media and any other outlets?

Answer for Live step-free information for the London Underground

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Live step-free information for the London Underground

[The Mayor](#)

Last updated: 25 September, 2018

I'm sorry that to hear a constituent experienced a lack of real-time step-free information during their journey to Tottenham Court Road. If the constituent provides details on the date and time that this happened, then Transport for London (TfL) would be happy to look into the issue with the system that day.

Where there are changes in the availability of step-free routes across the network, TfL will communicate this in real-time on its website, through social media feeds and the TravelBot, announcements and notices on the network, and via key external transport apps such as Citymapper. TfL recognises that further improvements could be made and a number of initiatives are underway to improve the speed at which it does this and the quality of information it provides.

In July, TfL released an enhanced version of the Real Time Information app to station staff's iPads. This app allows station staff to report lift and escalator failures to the London Underground Control Centre (LUCC) electronically. This significantly speeds up the process, as staff no longer have to telephone the Fault Reporting Centre to receive a reference number before telephoning the LUCC to report the issue. Once the information is received, the LUCC then issues updates on all customer-facing channels.

TfL is also rolling out an initiative at all step-free stations that involves prompt cards for station staff, to ensure consistent and comprehensive action across all teams when a lift goes out of service. This has been successfully rolled out at key step-free stations such as Kings Cross and Green Park, and will be delivered at all other step-free stations by the end of the calendar year.

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Removing obsolete street furniture

Question No: 2018/2452

[Caroline Russell](#)

How much have you spent per year, over the last five years, removing old telephone boxes from footways on the Transport for London Road Network (TLRN)?

Answer for Removing obsolete street furniture

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Removing obsolete street furniture

[The Mayor](#)

Last updated: 01 October, 2018

Telephone boxes are third party assets owned by private telephone companies, with planning permission granted by London boroughs. The removal of redundant telephone boxes is not the responsibility of TfL and therefore nothing is spent by Transport for London (TfL) removing telephone boxes from footways.

Many of London's telephone boxes are in a poor state of repair. TfL has been working with telephone companies to identify underused and poorly-maintained sites and has been requesting their removal. TfL has so far requested the removal of 30 British Telecom (BT) telephone box sites, and will continue to request removals where there is alternative provision in the area.

BT announced in May 2017 that it would be removing 20,000 of its 40,000 stock of telephone boxes across the UK because approximately a third are only used less than once a day. TfL is working with BT to secure London-based locations, figures and a programme.

Usage and the local area are taken into account when BT decides to remove a telephone box. The Office of Communications (Ofcom) oversee this process across the UK. TfL's approach is to only request removals if other telephone boxes or equivalent public emergency 999 provision is available within 400 metres of the site.

Transport for London monitoring of 'close pass' driving by London bus drivers (3)

Question No: 2018/2453

[Caroline Russell](#)

Thank you for your answer to my question 2017/2196. How many times has 'close pass' driving past people cycling been reported to Transport for London (TfL), each month, since the introduction of the specific 'close pass' code?

Answer for Transport for London monitoring of 'close pass' driving by London bus drivers (3)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Transport for London monitoring of 'close pass' driving by London bus drivers (3)

[The Mayor](#)

Last updated: 25 September, 2018

The 'close pass' code was introduced by Transport for London (TfL) in June 2017. Since its introduction, 430 contacts have been received. TfL has received the following number of contacts monthly:

2017:

June - 19

July - 39

August - 27

September - 32

October - 29

November - 21

December - 19

2018 :

January - 29

February - 11

March - 17

April - 31

May - 41

June - 52

July - 44

August - 19

|

Reporting unsafe bus driving in London

Question No: 2018/2454

[Caroline Russell](#)

It has been brought to my attention that it is not clear how to report bad or dangerous driving by Transport for London (TfL) operated vehicles on the TfL website or via social media channels. The current option for reporting complaints about buses is aimed at passengers. Will you bring in a new category, clearly sign-posted, where Londoners can report buses being driven unsafely?

Answer for Reporting unsafe bus driving in London

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Reporting unsafe bus driving in London

[The Mayor](#)

Last updated: 25 September, 2018

Everyone should be able to easily report a safety incident on the bus network. Based on feedback from the public, Transport for London (TfL) is making improvements to make it easier for people to report safety incidents online.

The 'Enquires and Complaints' sections of its Help and Contacts web pages have recently been updated to clarify they can be used to report safety-related incidents. They now read: "Get in touch using the form below. Safety related incidents and serious complaints are prioritised for action. In most other cases we aim to reply within 10 working days"

A further update to the form is planned so that safety-related issues can be easily categorised.

|

Air conditioning on London buses (3)**Question No: 2018/2455**[Caroline Russell](#)

In your response to my question 2018/1765 you stated that: "Transport for London (TfL) will be checking with the bus operators how driver cab ventilation and air conditioning issues are picked up and equipment is serviced."

I have since been made aware by bus drivers that it was an open secret that air conditioning belts have been routinely disabled by bus operators to save money on fuel. Will TfL investigate this claim?

Answer for Air conditioning on London buses (3)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Air conditioning on London buses (3)[The Mayor](#)

Last updated: 01 October, 2018

Transport for London (TfL) has no evidence of air-conditioning being routinely disabled by bus operators. Such behaviour would clearly be unacceptable. Nonetheless, having seen the allegations on Twitter, TfL checked the processes used by the bus operators to maintain cab air-conditioning and ventilation. While it found that these processes were generally working well, it identified a few locations where improvements could be made, and these have now been implemented.

There are reporting processes in place at each garage for potential vehicle defects, and escalation processes through local staff representatives and managers. TfL expects issues to be addressed initially through local representation for recording and tracking. If there are specific instances where reported issues have been raised and not satisfactorily resolved, then these issues should be escalated to TfL who will investigate the matter fully.

Healthy Streets score for Highbury Corner (2)**Question No: 2018/2456**[Caroline Russell](#)

Thank you for your answer to my question 2018/1760. What is the Highbury Corner Healthy Streets baseline 'before' assessment score, and what is the score for the plans that are currently being built?

Answer for Healthy Streets score for Highbury Corner (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Healthy Streets score for Highbury Corner (2)[The Mayor](#)

Last updated: 01 October, 2018

The work currently underway at Highbury Corner will bring about a transformational change to the gyratory and surrounding area. General traffic road space will be reallocated to protect vulnerable road users by providing new segregated cycle lanes, larger pedestrian spaces with places to stop and rest, and more direct walking routes.

The Healthy Streets baseline assessment score for the scheme is 52. The score for the scheme being built is 69, with improvements in nine of the ten Healthy Streets indicators.

The results of this assessment are illustrated on a diagram, which I have included with this response. Please see appendix 2018/2456.

Healthy Streets score for Walthamstow Town Centre**Question No: 2018/2457**[Caroline Russell](#)

Constituents are concerned about the proposals for multi-stage pedestrian crossings, circuitous route for cycles, and wide carriageway widths associated with the new Hoe Street bus stops in the Walthamstow Town Centre scheme. Are these proposals compatible with a Healthy Streets approach? Will you share the before and after Healthy Streets check scores for this scheme?

Answer for Healthy Streets score for Walthamstow Town Centre[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Healthy Streets score for Walthamstow Town Centre[The Mayor](#)

Last updated: 01 October, 2018

The Walthamstow Town Centre scheme is being designed and implemented by the London Borough of Waltham Forest, using funding provided by Transport for London. Waltham Forest began design work on this scheme in 2014. It therefore pre-dates the use of the Healthy Streets check, and no scores are available for the current proposal. However, I am assured that every effort has been made by Waltham Forest to ensure its proposals are in line with the Healthy Streets Approach.

The proposals bring significant benefits to people who walk, cycle and use buses, with bi-directional cycle tracks on Hoe Street, new crossings, and links to a network of quiet streets provided as part of the earlier Walthamstow Village scheme. A new signalised pedestrian crossing is planned just south of Station Approach, alongside a large new public space with seats and planting. New bus stops on Hoe Street will be provided for routes 97 and 357, improving bus journey times on these routes by up to seven minutes.

Black women owned businesses and funding**Question No: 2018/2458**[Caroline Russell](#)

The open letter addressed to you in response to #BehindEveryGreatCity 'Silicon Valley Comes to the UK Trade Mission' explains that black women have a much harder time securing seed funding and accessing profile-raising schemes. What are you doing to support black women-owned businesses in London?

Answer for Black women owned businesses and funding[The Mayor](#)

Last updated: 18 September, 2018

Ensuring that all Londoners have access to opportunity is central to my mission as Mayor. Black women face significant barriers in terms of accessing opportunity in work, education and business and I am committed to doing what I can to break those barriers down. I understand that London and Partners, who operate the Mayor's International Business Programme, by whom the trade mission in question was organised, are taking steps to ensure greater representation of Londoners of all backgrounds on future missions.

In response to the letter, we will be hosting a range of round tables with women from different backgrounds to consult them on the challenges they face when establishing and growing their businesses. The first of these round tables, for black women entrepreneurs, hosted by my Deputy Mayor for Business Rajesh Agrawal and LEAP member Natalie Campbell, and attended by L&P, was held on the 5th September and was attended by the signatories of the letter. We are also ensuring that we raise awareness of the business programmes that we run (including Trade Missions) and encourage more women from different backgrounds to apply.

In my Equality, Diversity and Inclusion Strategy, one of my key objectives is to "encourage inclusive growth in London through better planning and provision of business support, including access to finance for BAME, women, and disabled-led businesses". To that effect I am funding a range of initiatives that help Londoners from different backgrounds to establish and grow their businesses. For example, through the European Social Fund and LEAP resources I will be funding two initiatives that will target women of BAME backgrounds to obtain the skills that they need to establish a business or move into employment.

|

Electric Vehicle Taskforce and pedestrian amenity (3)**Question No: 2018/2459**[Caroline Russell](#)

Thank you for your answer to my question 2018/1462. You said that your Electric Vehicle (EV) Infrastructure Taskforce will consider the proposal for EV charging points for private car charging to be placed on pavement build outs in the carriageway and not on the footway. Could you tell me when you will report back on their considerations?

Answer for Electric Vehicle Taskforce and pedestrian amenity (3)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Electric Vehicle Taskforce and pedestrian amenity (3)[The Mayor](#)

Last updated: 25 September, 2018

The Electric Vehicle Infrastructure Taskforce Delivery Plan is due to be published in spring 2019.

|

Electric Vehicle Taskforce and pedestrian amenity (4)**Question No: 2018/2460**[Caroline Russell](#)

Thank you for your answer to my question 2018/1462. You said that the Transport for London (TfL) Streetscape Guidance will: "soon be updated to be more explicit around the placement of charge points." When do you expect this to happen?

Answer for Electric Vehicle Taskforce and pedestrian amenity (4)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Electric Vehicle Taskforce and pedestrian amenity (4)[The Mayor](#)

Last updated: 25 September, 2018

The electric vehicle charge point section of the Transport for London (TfL) Streetscape Guidance is being updated. TfL is reviewing whether other parts of the guidance should also be updated. The revised Guidance is expected to be published by early 2019.

|

Barnet Council proposal to stop separate household food waste collection (4)**Question No: 2018/2461**[Caroline Russell](#)

Thank you for your answer to my question 2018/1755. What is the outcome of your six-week period of engagement and consultation with the Leader of Barnet Council regarding its proposals to scrap its separate household food waste collection?

Answer for Barnet Council proposal to stop separate household food waste collection (4)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Barnet Council proposal to stop separate household food waste collection (4)[The Mayor](#)

Last updated: 25 September, 2018

Earlier this Summer, Barnet council proposed to withdraw the separate weekly food waste collection service for their residents, and to implement that decision as soon as practicable. This was confirmed at their Environment Committee meeting on 13th September.

All waste authorities in London are under a legal duty to exercise their waste functions in general conformity with the municipal waste provisions of my London Environment Strategy, and Barnet's decision contradicts a key municipal waste management provision in it which expects all London waste collection authorities to provide such a service to all kerbside properties, as a minimum, by 2020 at the latest.

Having reviewed evidence and decisions from Barnet Council it does not appear to have, in my view, set out how they will seek to meet my provision for the separate weekly collection of food waste by 2020. As a first step, I have offered Barnet the option of a free-of-charge review of their waste collection and recycling services to identify options for how the food waste service can be continued in a cost-effective manner.

Although I have backstop statutory powers to direct boroughs to take action, my preferred option is for a voluntary and negotiated solution. My officers are therefore currently in discussion with Barnet officers to see if a negotiated solution can be found and I will update once these negotiations are concluded.

Proposed Cory Riverside Energy Park in Belvedere**Question No: 2018/2462**[Caroline Russell](#)

Will you publish any representations you made to the Cory Riverside Energy public consultation on its plans for a proposed Riverside Energy Park in Belvedere, which includes a waste energy recovery incinerator to handle up to 655,000 tonnes of waste per year?

Answer for Proposed Cory Riverside Energy Park in Belvedere[The Mayor](#)

Last updated: 18 September, 2018

My initial representations and accompanying report are published and available to view on the GLA's website, accessed through the following link, using the GLA reference '4509':

<https://www.london.gov.uk/what-we-do/planning/planning-applications-and-decisions/planning-application-search>

|

Major events in Finsbury Park

Question No: 2018/2463

[Caroline Russell](#)

A constituent has contacted me about the disruptive noise, antisocial behaviour and traffic congestion experienced by local residents during and after the Wireless Festival in Finsbury Park. Half of the park has been fenced off from the public for major events between May and October in 2018, reducing public access to green space.

The report from the London Assembly Environment Committee in July 2017, Park Life, acknowledged the growth in commercial events in London parks and suggested that you encourage London boroughs and other managers of green spaces to incorporate parameters for large-scale events, as recommended by Parks for London. Have you considered this or taken any other steps to mitigate the impact of events on parks and local communities?

Answer for Major events in Finsbury Park

[The Mayor](#)

Last updated: 18 September, 2018

London's parks and green spaces have always provided venues for events, fairs and festivals and this should continue to be part of their role that they provide, but these events should not result in anti-social behaviour or excessive noise that is disruptive to local communities.

We work closely with the charity, Parks for London, who maintain relationships with those involved in managing and maintaining the capital's parks and greenspaces. They are currently working with boroughs to produce updated policy and guidance for major events informed by best practice. This aims to ensure better management of events, and the contracts with event operators, to minimise impact on local communities.

One of the drivers for large-scale events is the much-reduced budgets available to local authorities resulting from central government budget cuts. Later this year I shall be establishing a London Green Spaces Commission to help boroughs to identify alternative ways to fund and resource their parks and green spaces.

|

London & Partners and major events in parks**Question No: 2018/2464**[Caroline Russell](#)

What was the income generated and cost of restoration and repairs at each of the major events that London & Partners has been involved in that were held in London's Parks? Could you provide this information for the year 2017 and for 2018 to date?

Answer for London & Partners and major events in parks[The Mayor](#)

Last updated: 18 September, 2018

London & Partners promote a wide range of major events across the city both in parks as well as a range of other venues. L&P do not own or are involved in the operational delivery of these event nor do L&P generate income from them.

|

Dealing with grass fires**Question No: 2018/2465**[Caroline Russell](#)

During the recent heatwave, one of the numerous grass fires that the London Fire Brigade dealt with took place at Woolwich Common on 23 July 2018. Prior to this, Greenwich Council had been warned that a large amount of fly-tipped waste on the common posed a fire risk. With heatwaves expected to become more common and severe, what steps are you taking to ensure that site owners have carried out risks assessment and are taking preventative action, such as prompt removal of fly-tipped waste that could start, or exacerbate the severity of a grass fire?

Answer for Dealing with grass fires[The Mayor](#)

Last updated: 18 September, 2018

London Fire Brigade Borough Commanders meet regularly with local authorities with one of the topics covered being to ensure open spaces remain safe. During the heatwave they have been working with those responsible for the security and maintenance of open spaces such as private and common parks, wastelands and fields. Here, advice and guidance is offered to help minimise fires. caused by the improper disposal of waste, glass bottles, smoking materials, barbecues and campfires as well as deliberate fire setting. In terms of fly-tipping, it is the responsibility of local authorities to manage and respond to such incidents. London Fire Commissioner Dany Cotton also wrote to all London councils requesting their support in bringing in a temporary barbecue ban at the height of the heatwave.

|

Signing off funding for estate demolition**Question No: 2018/2467**[Siân Berry](#)

Could you provide details of any funding agreements for regeneration projects involving estate demolition that you have signed since announcing your resident ballot funding condition in February 2018?

Answer for Signing off funding for estate demolition[The Mayor](#)

Last updated: 18 September, 2018

At the time of writing, no contracts for funding for estate regeneration projects had been signed since I announced my funding condition.

|

Housing and Land officers overseeing new ballots policy**Question No: 2018/2468**[Siân Berry](#)

Will your Housing and Land team staff be available to deal with any resident reports of your new resident ballot funding conditions not being followed properly and ensure they are effectively investigated? If so, how can residents contact them?

Answer for Housing and Land officers overseeing new ballots policy[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Housing and Land officers overseeing new ballots policy[The Mayor](#)

Last updated: 01 October, 2018

My approach to ensuring that landlords comply with the funding condition is outlined in paragraph 8.7.2 of the funding condition. Landlords must demonstrate to residents that, following a positive ballot, they are delivering what they set out in their landlord offer, by providing regular reports to residents as part of their ongoing engagement and consultation. That will enable residents to keep a close check on what is being delivered.

As the funding condition explains, my officers will receive and review these reports, and may receive further information from residents and others depending on the circumstances of a particular project. My officers will check that landlords are adhering to their offers when they or developers apply for planning permission and when the project is completed.

My requirement that landlords appoint an independent body to undertake ballots is also intended to ensure that ballots are held in accordance with the requirements of the funding condition.

Supporting London renters to set up housing co-operatives**Question No: 2018/2469**[Siân Berry](#)

An estimated 25,000 privately rented London homes of multiple occupation could be taken into co-operative ownership and management within five years if the GLA helped to provide renters interested in this idea with low interest loans or guaranteed loans from ethical lenders to buy their homes. Will you look into supporting Londoners to realise a 'right to co-op' in this way?

Answer for Supporting London renters to set up housing co-operatives[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Supporting London renters to set up housing co-operatives[The Mayor](#)

Last updated: 25 September, 2018

Co-operative ownership and management can support Londoners to buy their own homes. As Mayor, I am committed to supporting various community-led models such as community land trusts, cooperative housing and co-housing.

I have provided the London Community-Led Housing Hub with £250,000 of funding, and groups wishing to realise a 'right to co-op' can receive help from the Hub.

|

Establishing resident support for estate demolition schemes**Question No: 2018/2470**[Siân Berry](#)

Could you publish all decision-making documents for the 16 estate demolition schemes for which you signed funding contracts between 1 December 2017 and 2 February 2018, including the evidence you requested that would demonstrate resident support in the absence of a ballot?

Answer for Establishing resident support for estate demolition schemes[The Mayor](#)

Last updated: 18 September, 2018

I have already published a list of estate regeneration projects that are named in a signed funding contract with the GLA as of 18 July this year. This list, available on the GLA website, includes links to any decision relevant to the scheme.

|

Scheme size threshold for triggering a ballot on estate demolition schemes

Question No: 2018/2471

[Siân Berry](#)

Could you publish any analysis you have done looking at the expected impact, in terms of scheme size and the amount of affordable housing provision, of setting the trigger for resident ballots on estates at a proposed scheme size of 150 homes, and will you consider lowering this threshold if it leads to developers proposing smaller schemes to avoid ballots?

Answer for Scheme size threshold for triggering a ballot on estate demolition schemes

[The Mayor](#)

Last updated: 18 September, 2018

The report on the consultation I held on my proposals to make resident ballots a condition of my funding for estate regeneration schemes outlines GLA's assessment that lowering the trigger would be unlikely to lead to any significant change in the number of estate regeneration projects potentially subject to the requirement. My new funding condition also contains guidance on what typically constitutes an estate that will help avoid any risk that landlords seek to use definitions that make projects appear artificially small.

|

Councils and voluntary ballot requirements

Question No: 2018/2472

[Siân Berry](#)

Although you have said you will only require councils to hold resident ballots for estate redevelopment schemes where your funding is involved, a number of councils are now voluntarily applying this policy to their own developments. Given that you consider that your Good Practice Guide represents best practice, will you encourage all councils to have a voluntary policy on holding binding ballots?

Answer for Councils and voluntary ballot requirements

[The Mayor](#)

Last updated: 18 September, 2018

I can only require landlords to hold ballots where they are seeking my funding, but I strongly support the use of ballots. I have made clear that I welcome landlords choosing to hold ballots on estate regeneration projects that are not subject to my new funding condition.

|

Developments approved under fast track planning process (1)**Question No: 2018/2473**[Siân Berry](#)

How many developments that would have been subject to viability assessment if proposing less than 35 per cent affordable homes have instead been approved through your fast track process since your Affordable Housing and Viability Supplementary Planning Guidance was published in August 2017?

Answer for Developments approved under fast track planning process (1)[The Mayor](#)

Last updated: 18 September, 2018

Since my Affordable Housing and Viability Supplementary Planning Guidance was published in August 2017, I have approved 25 developments with 35 per cent or more affordable housing. This excludes estate regeneration schemes which are not assessed under the threshold approach set out in my guidance and Draft London Plan. This also excludes schemes where 35 per cent or more affordable housing was proposed but which were refused permission by the borough.

|

Developments approved under fast track planning process (2)**Question No: 2018/2474**[Siân Berry](#)

I welcome your commitment to review the level of threshold that applies in your fast track planning process in 2021. Based on your monitoring of the policy to date, do you already anticipate a higher minimum threshold level being beneficial and viable in future and, if so, will you put this expectation into the supporting text of the London Plan?

Answer for Developments approved under fast track planning process (2)[The Mayor](#)

Last updated: 18 September, 2018

Initial monitoring indicates that my threshold approach to affordable housing has been successful in increasing the level of affordable housing secured in new developments. The draft London Plan states that the 35 per cent threshold will be monitored and reviewed in 2021 to determine whether this threshold should be increased.

|

Youth reoffending dashboard**Question No: 2018/2475**[Siân Berry](#)

The MOPAC Youth reoffending dashboard only shows data up to March 2015. Have you spoken to the Ministry of Justice to ask why there is a two-year delay when releasing reoffending data? When will MOPAC update this dashboard?

Answer for Youth reoffending dashboard[The Mayor](#)

Last updated: 18 September, 2018

The MOPAC Youth reoffending dashboard is currently being redeveloped to include not just reoffending data but also information on juvenile first-time entrants and youths in custody. MOPAC are seeking to publish this during winter 2018.

However the latest published reoffending data by Ministry of Justice (MoJ) can be found, at a regional and sub-regional level here:

<https://www.gov.uk/government/statistics/proven-reoffending-statistics-july-2016-to-september-2016>

The reason for the delay in releasing reoffending data is that a proven reoffence is defined as any offence committed in a one-year follow-up period that resulted in a court conviction, or caution in the one-year follow up or in a further six month waiting period - this is to allow for cases to progress through the courts.

|

Operation Close Pass and Space for Cyclists**Question No: 2018/2476**[Siân Berry](#)

Thank you for your response to my question 2016/4613, including the Operation Close Pass and the evolved Space for Cyclists initiatives led by the Roads and Transport Policing Command's Cycle Safety Team. Could you provide a monthly breakdown since these initiatives began showing how many drivers in London have been processed for a) Driving Without Due Care (close pass), b) pulled over and spoken to for close passes, c) red light/mobile phone related offences, d) failure to stop for police, and e) spoken to about general driving standards?

Answer for Operation Close Pass and Space for Cyclists[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Operation Close Pass and Space for Cyclists[The Mayor](#)

Last updated: 24 October, 2018

Operation Close Pass / Space for Cyclists is a road danger reduction initiative led by the Roads and Transport Policing Command's Cycle Safety Team. The initiative works as follows:

A plain clothes police cyclist rides in an area where close passes have been reported. When a driver carelessly overtakes the plain clothes police cyclist, that driver is pulled over by uniformed officers. The careless driver is offered the choice of either receiving a ticket for their careless manoeuvre or receiving a short educational presentation on how to overtake a cyclist safely. During the educational input, the driver and vehicle are checked for other offences.

Almost all drivers opt for the educational input, rather than receiving a ticket, and so the success of this approach should not be assessed by number of tickets issued for close passing.

Please see the table below for further information:

Month	Vehicles pulled over for close passing	Sanctions for other offences*	Vehicles seized**
July 2017	18	5	1
August 2017	0	0	0
September 2017	16	22	4
October 2017	15	30	4
November 2017	27	17	0
December 2017	7	0	0
January 2018	32	26	1
February 2018	34	30	7
March 2018	18	27	4
April 2018	8	11	1
May 2018	13	10	0
June 2018	9	0	0
TOTAL	197	178	22

In addition to this, the Cycle Safety Team runs a number of regular enforcement operations such as Operation Safeway, focusing on all types of roads user behaviour to improve safety; and Operation CUBO to specifically target uninsured drivers. These operations are very effective, for example the last three occurrences of Operation Safeway have resulted in 17 arrests and over 600 traffic offence reports.

Transport for London (TfL) publishes an annual Roads Policing Enforcement Statistics Bulletin with details of the number of sanctions issued for different driving offences

including careless driving / driving without due care offences, red light offences, mobile phone offences, and fail to stop offences. Verbal warnings are not recorded.

Roads Policing Enforcement Statistics Bulletins are published on the TfL website:

<https://tfl.gov.uk/corporate/publications-and-reports/safety-and-security>

The 2017 report is due to be published by December 2018.

London Needs You Alive Toolkit and knife images

Question No: 2018/2477

[Siân Berry](#)

When reading The London Needs You Alive Toolkit, I was pleased not to see any images of knives in the lesson plans that are designed to encourage people to stay away from that type of violence. Has MOPAC now adopted a trauma-informed approach to knife education lessons, which focuses on teaching the consequences and improves critical thinking as a way of communicating a positive message away from crime, rather than showing images of knives? Will MOPAC be sharing details of this approach with the Metropolitan Police Service?

Answer for London Needs You Alive Toolkit and knife images

[The Mayor](#)

Last updated: 18 September, 2018

My strategy supports a full and comprehensive public health approach focusing on creating positive change, addressing underlying vulnerabilities, reducing risk factors by working with mental health providers and with young people involved in knife crime; supporting a trauma informed approach to our interventions when commissioning rehabilitation services.

The LNYA campaign and supporting toolkit was developed to support young people to re-connect with positive aspirations and self-identity and to understand the consequences of knife crime. The focus was to deliver positive anti-knife crime messaging and supporting parents, community leaders and schools to engage positively with young people. The MPS worked with the Mayor's Office in the development of the campaign and will be supporting its dissemination.

We are also developing a toolkit that provides advice on what to do in the aftermath of a knife crime, aimed to help front line workers such as teachers, faith groups and community groups to recognise the signs of trauma in family members and friends affected by a knife crime and to take appropriate steps to support them. I will also work with the MPS in the delivery of this toolkit.

|

Positive promotion of Notting Hill Carnival**Question No: 2018/2478**[Siân Berry](#)

The Notting Hill Carnival is Europe's biggest street festival, celebrating the culture of black and other diverse communities that live in London. In what ways did the Metropolitan Police Service change its communications strategy this year to help the Carnival Village Trust promote Carnival as being a positive event that all Londoners and tourists can enjoy?

Answer for Positive promotion of Notting Hill Carnival[The Mayor](#)

Last updated: 18 September, 2018

Whilst the MPS does not have a role in the promotion of Carnival, their communications strategy was in line with previous years, in that they liaised closely with the organisers of Carnival and statutory partners to deliver a consistent and comprehensive message supporting a safe and spectacular Carnival for all.

The MPS communicated this message in various ways, including interviews, press releases and comment across social media and in traditional print.

|

Integrated Gangs Strategy (3)**Question No: 2018/2479**[Siân Berry](#)

Thank you for your response to my question 2018/1772. In your response, you seem to suggest that this policing activity from the pilot Operation Shield is still operational. Could you provide a detailed briefing to explain this policing operation and the circumstances in which the Metropolitan Police Service will threaten the family of an alleged criminal with eviction?

Answer for Integrated Gangs Strategy (3)[The Mayor](#)

Last updated: 18 September, 2018

It is the case that when tenancy conditions are broken, the Local Authority and Registered Social Landlords (not the MPS) have the powers to take a range of actions, which include eviction. The MPS have powers to close premises for up to three months where it is associated with nuisance and disorder.

These are unrelated to types of offences, or offenders, and are therefore unrelated to gang affiliation or membership. They were available to be used as part of Shield in the same way any existing enforcement power and remain available. However, it is not the case that Shield is operational.

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Borough police officers that live in London 2018**Question No: 2018/2480**[Siân Berry](#)

Of the Metropolitan Police officers working in each London borough, please could you let me know the number who live in London and the number who are residents of the borough they work in? Could you provide a response in excel format?

Answer for Borough police officers that live in London 2018[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Borough police officers that live in London 2018[The Mayor](#)

Last updated: 01 October, 2018

As at September 2018, there are 8,832 Metropolitan police officers who live in a London borough and there are 1,425 Metropolitan police officers who live in the borough in which they serve. Please see appendix 2018/2480 for the detailed breakdown.

Retaliatory knife attacks (2)**Question No: 2018/2481**[Siân Berry](#)

Thank you for your response to my question 2018/0825. Are you and the Metropolitan Police Service developing the capability to be able to extract this data on a strategic level across London at this point?

Answer for Retaliatory knife attacks (2)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Retaliatory knife attacks (2)[The Mayor](#)

Last updated: 21 May, 2019

The reasons for which knife attacks are carried out are largely contained in the thinking of the assailants, who may or may not divulge them to police. If they are captured. There may be intelligence about individual attacks. But the reasons for such assaults would remain purely speculative and unsuitable for disclosure.

Women in the Police 2018**Question No: 2018/2482**[Siân Berry](#)

Thank you for your response to my question 2016/1606. What action have you taken since then to increase the number of women joining the Metropolitan Police Service and how successful has it been?

Answer for Women in the Police 2018[The Mayor](#)

Last updated: 18 September, 2018

There are a number of projects underpinning the aim to increase the percentage of women joining the MPS as police officers. These include:

- Recruitment campaign to attract and recruit women which will tackle known barriers to recruitment for women, increase awareness of policing roles and change the perceptions of careers in policing for women living in London.
- Part time recruitment pathway to include the opportunity to join on a part-time or flexible working pattern, the ambition is to start the first intake in 2019.
- Actively encouraging more senior women in policing outside of London to apply for roles in the MPS and are currently obtaining insight to understand what changes are needed in order to challenge perceptions and sell the benefits of a career in the MPS.
- In May 2017; the MPS introduced a new recruitment pathway for external entry detectives - a non-uniform route. 50% of those who accepted offers in the 2017 detective campaign were female.

Social media and hate crime**Question No: 2018/2483**[Siân Berry](#)

How have you or the Metropolitan Police Service worked with social media providers to reduce hate crime online?

Answer for Social media and hate crime[The Mayor](#)

Last updated: 18 September, 2018

In my Police and Crime Plan I committed to take a zero-tolerance approach to hate in all its form; this applies whether the incident occurs on or offline. My Office for Policing and Crime (MOPAC) and the Metropolitan Police Service (MPS) have worked with community organisations and social media providers to deliver the Online Hate Crime Hub, which was developed to ensure that the police are able to respond effectively in either circumstance.

Through this project, MOPAC and MPS officers developed effective working relationships with some social media providers, which enabled Hub officers to receive specialist training in investigating online hate. In addition, our voluntary sector partners received training in flagging online hate to Google, Facebook and Twitter and have achieved 'trusted reporter'

status, which means they can provide additional support to victims in having harmful content quickly removed from the internet. Victims now also have better access to support and restorative justice services.

There is still more to do, and MOPAC and the MPS continue to engage with social media providers to ensure they better understand the impact those who choose to use their platforms for harmful purposes can have on London's communities, and to continue to challenge them to more proactively remove harmful content.

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Young peoples' concerns about hate crime

Question No: 2018/2484

[Siân Berry](#)

Since your response to my previous question 2017/2104, what work has the Metropolitan Police Service and MOPAC done to address the concerns that young people have about hate crime?

Answer for Young peoples' concerns about hate crime

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Young peoples' concerns about hate crime

[The Mayor](#)

Last updated: 25 September, 2018

In my Police and Crime Plan I committed to take a zero-tolerance approach to hate in all its form; this applies whether the incident occurs online, on the street or in our schools. Young people are rightly concerned about hate crime and given their vulnerability, it is particularly important that they know how to identify, and report hate crime and how to seek help and support.

There has been ongoing engagement with young people on hate crime and other matters to inform our response. Over the summer, my Deputy Mayor for Policing and Crime attended a hate crime awareness and information event to engage with otherwise disengaged young women and girls from the faith sector. We have also conducted a youth survey and the MPS has been engaging with various youth groups, including a hate crime youth advisory group.

As a result of this work, and our wider engagement across the voluntary sector on hate crime, a variety of youth-focussed activities are underway. This includes work through my Office for Policing and Crime on the development of a suite of educational materials for use in education and youth settings, work by the MPS to develop two school projects to raise awareness and understanding of hate crime within schools and the provision within large

secondary schools of a dedicated Liaison officer who can offer Hate Crime advice and access to support services and resources.

Youth suicide in London

Question No: 2018/2485

[Siân Berry](#)

Figures released by the Office for National Statistics (ONS) to the Brent Centre for Young People in north London, under a Freedom of Information request, show the overall number of suicides registered in London increased by 48 per cent in 2015/16 compared with 2013/14. Will any of the funding given to organisations from your Young Londoners Fund support young people at risk of mental health problems and/or possible suicide?

Answer for Youth suicide in London

[The Mayor](#)

Last updated: 18 September, 2018

Improving the mental health and wellbeing of Young Londoners remains a priority for me and that is why, through the Young Londoners Fund, I have invested an additional £1.125m in Thrive LDN to rollout Youth Mental Health First Aid Training to London state schools over the next three years.

The Young Londoners Fund will support a range of activities for children and young people to help them fulfil their potential. One particular aim is to support young people at risk of social exclusion or isolation due to mental ill health and 70% of the bids we have received have identified mental wellbeing as an expected outcome of their chosen activity.

We will be publishing information on the successful projects once the grant application process is complete

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Applying the Code of Practice for Victims of Crime to road crime victims

Question No: 2018/2486

[Siân Berry](#)

When does the Metropolitan Police Service start applying the Code of Practice for Victims of Crime to road crash victims? Is it from the notification of the crash, when it is decided to sanction the driver, or after conviction? Could you clarify when crash victims are treated as victims of crime, and if this varies for bereaved families, seriously injured and slightly injured victims.

Answer for Applying the Code of Practice for Victims of Crime to road crime victims

[The Mayor](#)

Last updated: 18 September, 2018

The Victims Code of Practice is a statutory code that applies nationally, and the government has not provided guidance on its application to road traffic collisions.

The Metropolitan Police Service apply the Victims Code of Practice (CoP) to collision victims at the outset of their investigation. There are some fatal and serious injury investigations where there is no criminal element; however, the CoP would still apply throughout the investigation and the victim would be updated until a decision of 'no further action' is taken. In criminal cases the victims are subject to the CoP. In all fatal collisions a Family Liaison Officer (FLO) is deployed. In serious injury cases a FLO may still be deployed if there are complex aspects to the case. In cases of serious and minor injury collisions the victims will be updated by the investigating officer.

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Alcohol Ban on the Underground

Question No: 2018/2489

[David Kurten](#)

To ask the Mayor what steps are currently being taken by Transport for London to enforce the ban on the consumption of alcohol on the Underground network?

Answer for Alcohol Ban on the Underground

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Alcohol Ban on the Underground

[The Mayor](#)

Last updated: 25 September, 2018

Transport for London (TfL) staff and inspectors deal with any incidents involving alcohol consumption through a combination of education, engagement and enforcement. Where an individual is observed consuming alcohol on the network, the initial approach is to engage with the person and ask them to dispose of the alcohol and/or leave the network.

Where a passenger refuses to cooperate, enforcement action would be taken and TfL staff would call on the support of officers from the British Transport Police, who patrol the network and provide support and assistance when requested.

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Automatic Number Plate Recognition (1)**Question No: 2018/2490**[David Kurten](#)

To ask the Mayor a) how many number-only number plates have been detected and registered by the Metropolitan Police's ANPR systems over the last three years and b) how many of those number plates have been on the Met's system for more than six months?

Answer for Automatic Number Plate Recognition (1)[The Mayor](#)

Last updated: 18 September, 2018

The MPS only retain 12 months of ANPR data. This is in line with National Policy that was introduced in April 2018.

The MPS back office function (BOF) was searched using the parameters of number only (ISNUMERIC) plates since March 2018. This identified a significant number of results. A dip sample of the results revealed that significant further analysis would be required to provide an accurate answer. This is due to the BOF capturing numerical values from elsewhere on vehicles (i.e. mini cab telephone numbers).

|

Automatic Number Plate Recognition (2)**Question No: 2018/2491**[David Kurten](#)

To ask the Mayor a) how many foreign number plates have been detected and registered by the Metropolitan Police's ANPR systems over the last three years and b) how many of those number plates have been on the Met's system for more than six months?

Answer for Automatic Number Plate Recognition (2)[The Mayor](#)

Last updated: 18 September, 2018

The MPS only retain 12 months of ANPR data. This is in line with National Policy that was introduced in April 2018. The MPS's ANPR back office system does not have an automated capability of searching all non DVLA registered plate reads.

|

False Number Plates**Question No: 2018/2492**[Peter Whittle](#)

To ask the Mayor how many drivers in London have been detected using false number plates over the last three years?

Answer for False Number Plates[The Mayor](#)

Last updated: 18 September, 2018

The table shows the number of offences of using an incorrectly registered vehicle. Each record would require a manual search to ascertain the circumstances of each offence.

There are no suitable offences under the Vehicle Excise & Registration Act 1994 S.44 of drivers being detected using false number plates; therefore, the MPS CRIS system was not searched.

	2015	2016	2017	2018 (to Aug)
Using an incorrectly registered vehicle	158	113	92	102

Deaths in police custody**Question No: 2018/2493**[Peter Whittle](#)

On 25 July 2018, it was reported in The Guardian that Deborah Coles of the campaign group Inquest, commenting on the number of deaths in police custody had stated: "The disproportionality in the use of force against black people adds to the irrefutable evidence of structural racism embedded in policing practices." Is this statement true with regards to the Metropolitan Police Service?¹

¹ <https://www.theguardian.com/uk-news/2018/jul/25/police-custody-deaths-hit-10-year-high-with-experts-citing-austerity>

Answer for Deaths in police custody[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Deaths in police custody[The Mayor](#)

Last updated: 01 November, 2018

Any death in custody, should give cause for reflection and should be properly investigated. The figures from the Independent Office for Police Complaints does show a clear increase, 23 deaths in 2017/18 in or following police custody, an increase of nine from last year.

We know that disproportionality is a challenge throughout the criminal justice system. I am committed to working with the Met and other partners to try and address this in London.

The data below outlines the specific detail in relation to deaths in or following police custody within the Metropolitan Police Service (MPS).

During 2017 there were no deaths in MPS police custody and eleven deaths 'following release' from MPS police custody. The ethnic breakdown of the deceased persons is:

Black – Three; Asian – One; White – Seven

During 2018, as at 10th September, there has been one death in MPS police detention. This death occurred in hospital, but whilst still in police detention, having been sent to hospital from an MPS custody suite. The ethnicity of the deceased person is Black African.

During 2018, as at 10th September, there have been eleven deaths 'following release' from MPS police custody. The ethnic breakdown of the deceased persons is:

Black – Three; Asian – One; White – Seven

Based on evidence, as at 10th September, use of force was not a contributory factor in any of these deaths. Based on figures of deaths in custody and following release there appears to be no demographic disproportionality with regards to ethnicity.

The Violent Crime Taskforce

Question No: 2018/2494

[Peter Whittle](#)

To ask the Mayor how many officers have so far been recruited to the Metropolitan Police's Violent Crime Taskforce?

Answer for The Violent Crime Taskforce

[The Mayor](#)

Last updated: 18 September, 2018

Ninety-six police officers have been recruited and added to the Violent Crime Task Force, so that it has a total of 151 officers.

A team of 15 Civilian Investigators have also been recruited with eight in post and the remaining to start immediately upon completion of vetting.

The TaskForce is also supported daily by 88 officers drawn from across the MPS, as well as comprehensive support from Trident.

Furthermore, the Metropolitan Police Commissioner and I are boosting the fight against violent crime in the capital by adding another 122 officers to the Violent Crime Task Force for the next three months. The officers will temporarily move from the Met's roads and transport policing command to boost the size of the Violent Crime Task Force.

Strip Searches

Question No: 2018/2495

[Peter Whittle](#)

To ask the Mayor how many strip searches were carried out by the Metropolitan Police in the last three years and of that number, how many included “intimate searches”?

Answer for Strip Searches

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Strip Searches

[The Mayor](#)

Last updated: 24 October, 2018

The College of Policing defines a strip search as a search exposing intimate parts (EIP) of the body. An intimate search, which is an examination of a person’s body orifices other than the mouth, can only be carried out post-arrest. As with any search, officers must take account of the need to ensure it is both necessary and proportionate in the circumstances.

An intimate search should only be conducted where the officer has reasonable grounds to believe that the person has concealed anything which:

- they could and might use to cause physical injury to themselves or others at the station; or
- a Class A drug which they intended to supply to another or to export; and
- the officer has reasonable grounds for believing that an intimate search is the only means of removing those items.

Between 2015- 2017 the police carried out 80,081 strip searches in custody (approx. 14% of all detainees) of these 10 were recorded as intimate searches. A further 126 more thorough searches exposing intimate parts were conducted outside of the custody environment.

Team London Ambassadors

Question No: 2018/2496

[Peter Whittle](#)

To ask the Mayor if he intends to review the level of expenses currently being paid to Team London Ambassadors?

Answer for Team London Ambassadors

[The Mayor](#)

Last updated: 18 September, 2018

In line with good practice in volunteer management and to ensure equal opportunity for all, Team London Ambassadors are reimbursed for out-of-pocket expenses incurred whilst volunteering.

Team London Ambassadors can claim for return travel within Zones 1-6 and up to £6.00 towards the cost of food and refreshments whilst on shift. These expenses are reviewed regularly to ensure they are in line with industry standards. The food and refreshment budget was increased by £1 from its previous limit of £5 per shift in 2017. Team London Ambassadors are also provided with a uniform that is suitable for the environment in which they are volunteering and which easily identifies them as an Ambassador to members of the public.

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Trade Ledger

Question No: 2018/2497

[Peter Whittle](#)

To ask the Mayor if he will join with me in congratulating the City of London Corporation on the news that the corporate open banking lending platform Trade Ledger has announced it will be opening its EU headquarters in London?¹

¹ <https://www.cbronline.com/news/trade-ledger-london-headquarters>

Answer for Trade Ledger

[The Mayor](#)

Last updated: 18 September, 2018

I congratulate Trade Ledger and wish them the best of luck.

|

Uber Trial (1)

Question No: 2018/2498

[David Kurten](#)

Are you concerned that the ruling of Judge Emma Arbuthnot to grant Uber a 15-month licence could have been prejudiced by her husband's connections to a Qatari investor in Uber?

Answer for Uber Trial (1)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Uber Trial (1)

[The Mayor](#)

Last updated: 25 September, 2018

I am aware of the reports. Transport for London has sought clarification of the position and any further action being considered.

|

Uber Trial (2)

Question No: 2018/2499

[David Kurten](#)

Will you be calling for a mistrial and re-trial of the Uber case presided over by Judge Emma Arbuthnot?

Answer for Uber Trial (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Uber Trial (2)

[The Mayor](#)

Last updated: 25 September, 2018

Please see MQ 2018/2498.

|

Private Hire Trade

Question No: 2018/2500

[David Kurten](#)

Will you act to ensure that Transport for London licenced private hire operators such as Uber pay their drivers at least the London Living Wage?

Answer for Private Hire Trade

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Private Hire Trade

[The Mayor](#)

Last updated: 25 September, 2018

As I explained in my response to 2017/3499, I am a passionate advocate of the London Living Wage, which is an important way for Londoners to pay their bills and stay afloat when housing costs often account for half of people's salaries.

While neither I, nor Transport for London (TfL), has the power to force companies to pay their staff the London Living Wage, I remain committed to my campaign for London's employers including London private hire vehicle operators to provide it.

|

Protest balloons (1)

Question No: 2018/2501

[David Kurten](#)

Do you regard the balloon of President Trump as free speech?

Answer for Protest balloons (1)

[The Mayor](#)

Last updated: 18 September, 2018

I have always supported the right to peaceful lawful protest and as previously stated this can take many different forms.

It is important to realise it is not the GLA's role to act as a censor, or the arbiter of what is or isn't lawful protest. The City Operations Team worked closely with the MPS who also had to give permission for the blimp to fly.

|

Protest balloons (2)

Question No: 2018/2502

[David Kurten](#)

On 14 July 2018, attendants at the Free Speech Demonstration flew a small balloon of Peppa Pig with your face superimposed. This balloon was roughly confiscated by a policeman. Why was it confiscated?

Answer for Protest balloons (2)

[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Protest balloons (2)

[The Mayor](#)

Last updated: 25 September, 2018

Please see my answer to MQ 2018/2504.

Protest balloons (3)**Question No: 2018/2503**[David Kurten](#)

Should people be allowed to fly a balloon with your face superimposed on a pig as an expression of free speech?

Answer for Protest balloons (3)[The Mayor](#)

Last updated: 25 September, 2018

I have always supported the right to peaceful protest and freedom of speech and understand that this can take many different forms.

Earls Court (2)

Protest balloons (4)**Question No: 2018/2504**[David Kurten](#)

Why did police intervene to confiscate a balloon of Peppa Pig (with your face superimposed on it) from protestors in Whitehall on 14 July?

Answer for Protest balloons (4)[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Protest balloons (4)[The Mayor](#)

Last updated: 25 September, 2018

This was an independent operational decision by the Met Police.

Crossrail**Question No: 2018/2505**[David Kurten](#)

At what point did you become aware that Crossrail would not open in December as planned?

Answer for Crossrail[The Mayor](#)

Last updated: 18 September, 2018

Officers are drafting a response

Answer for Crossrail

[The Mayor](#)

Last updated: 25 September, 2018

I was made aware on 29 August. I am extremely disappointed, frustrated and angry at the delay. I am confident though that once it is completed, it will be both an amazing feat of engineering and a great asset for the people of London and beyond.

Oral Update to the Mayor's Report

Question No: 2018/2508

[Tony Arbour](#)

The Mayor will now provide an oral update of up to five minutes in length on matters occurring since the publication of his Report. Assembly Members have submitted one request for a topic for inclusion within the update. This is from Assembly Member Shah and relates to the incident at Baker Street Underground station. Mr Mayor?

Answer for Oral Update to the Mayor's Report

[The Mayor](#)

Last updated: 13 September, 2018

Thank you. Good morning, Chairman, Assembly Members and members of the public in the gallery. This is the third time I have been before you in 10 days so I will keep my opening statement short, Chairman.

I continue to stand up for our city as Mayor and to work on a number of new initiatives to improve the lives of Londoners. This includes stepping up London's preparation in case of a catastrophic no-deal Brexit scenario and ensuring that 3,000 new homes will be built on the remaining legacy sites at the Queen Elizabeth Olympic Park, with the level of affordable housing boosted to 50%. The percentage of homes previously granted permission that were affordable was only 29%.

Since the last Mayor's Question Time (MQT) my main focus has been doing everything possible to tackle violent crime in our city, not only working with the police but also our programmes to tackle the extremely complex root causes of violent crime. I continue to work very closely with the new dedicated Violent Crime Task Force that is funded by City Hall. I am determined that this unit has everything it needs to focus on the worst-affected areas of London. That is why, early this week, we decided to temporarily move 122 officers from the Metropolitan Police Service (MPS) Roads and Transport Policing Command over to the Violent Crime Task Force. This is drastic action that I would rather we did not have to take, but the Prime Minister's refusal to give our police service the funding they need has left us with no choice.

I have also continued our initiatives to bring together the police with local councils, community groups and others to open a public health approach to tackle knife crime, and I have continued to deliver projects through our new £45 million Young Londoners Fund, which is providing young people with positive alternatives to crime and violence. As part of this, we have supported hundreds of activities over the summer to help young people keep away from the dangers of crime.

But while we continue to take this kind of positive, immediate action in London, the Government's crippling cuts to the MPS and youth services are making it much harder to tackle violent crime. Just this week the National Audit Office, the public spending watchdog, revealed that Ministers do not even know the impact their funding cuts have had on police forces. Londoners certainly do, and it seems it has been obvious to everyone except the Government. Cuts really do have consequences and I will continue to lobby the Prime Minister and the Government for the extra resources we desperately need to keep our city safe.

I look forward to answering further questions during the course of the morning but the first one, as you said earlier on, Chairman, is in relation to the incident at Baker Street on 7 September [2018], and it is asked by Assembly Member Navin Shah.

I want to begin my answer by saying how relieved I am that the family who were involved in the incident at Baker Street were unharmed. I want to offer them, and I am sure the Assembly does as well, our very best wishes. I also want to commend staff at Transport for London (TfL), whose quick reactions and professionalism helped to ensure that the family were kept free from serious harm. As soon as operational staff became aware there were people on the track, emergency responders including TfL's Network Incident Response Team and the British Transport Police were dispatched to the site and Baker Street station was closed. Action was swiftly taken to switch off the electrical current in the area and an off-duty member of staff went under the train to assist the family back on to the platform. Around 50 minutes after the incident, the station was reopened and services resumed.

Officers at TfL have reviewed footage from cameras on the platform and spoken to the people involved. They have concluded that this was an accident. Fortunately, incidents like this on the Tube network are extremely rare. I have personally written to both the driver of the train and the off-duty member of staff to thank them for their bravery and professionalism.